

# Leslie's

*Illustrated Weekly Newspaper*  
Established in 1855

MAR 2<sup>nd</sup> 1916  
Price 10 Cents



**TURKOMAN PATROL, SKETCHED FROM LIFE ON THE BESSARABIAN FRONT**

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(SEE PAGE 265)



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# LESLIE'S

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EDITED BY JOHN A. SLEICHER

"In God We Trust"

CXXII

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No. 3156

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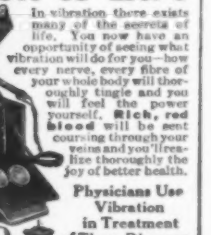
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# EDITORIAL

LET THE THINKING PEOPLE RULE!

## SOMEBODY MUST PAY

**I**F wages of railroad men are increased, railroad rates must be increased or our railways go into bankruptcy. One-sixth of their mileage is now in receivers' hands. What more need be said?

If the wages of coal miners are increased, the public must pay more for its coal bills. Let it not complain in future if it now silently acquiesces in the miners' demands for higher wages and shorter hours.

If wages go up and working hours are cut down, the cost of living must increase for the ultimate consumer foots the bill every time.

If the public is willing to pay the increase that the railroad men and coal miners ask, there need be no trouble unless meddlesome demagogues deliberately create it.

If labor and capital would unite to drive the demagogues out of business and give the people a rest, there would need be no complaint about the cost of living. Amid the general prosperity, everybody would be able and willing to foot the bill.

And the dinner pail would be fuller and the pay envelope larger.

The disturbing demagogue must go!

## THE DAY OF BIG THINGS

**I**N the case of every trust the government has "busted," the price of the commodities it produced has gone up.

This is the day of big men, big corporations, big buildings, big ships, big cars, big pay envelopes.

The day of small things has passed away, and the attempt to restore prosperity to the country by dissolutions and disintegrations is foredoomed to failure.

Such a program runs in the face of the policy of countries which are forging most rapidly ahead.

It aims at the destruction of the very institutions which have given us our place among the leading nations.

In world commerce it is the big combination that is qualified to secure a share of trade for itself and for the country it represents.

Big trade always means big wages big pay envelopes and plenty of work.

## UNBELIEVABLE!

**O**RPHANS and pigs eating from the same pan." "Children infested with vermin." "Sanitary arrangements filthy." These are the descriptive words reporting the condition of certain private institutions for children in the great city of New York. The *Tribune* says, "They indicate that the horrors that Dickens wrote about have survived into the twentieth century." Yet these private institutions were supposed to be under State supervision. If Governor Whitman does not call his State Board of Charities to strict account, he must share the blame of this awful situation.

But for the courage and sincerity of purpose of Mayor Mitchel in directing his Commissioner of Charities, John A. Kingsbury, and the latter's deputy, William J. Doherty, to make a thorough investigation of the conduct of these private institutions, regardless of the opposition of the State Board of Charities and of the powerful influences which sectarian institutions always command, these thousands of helpless orphan and dependent children would still be undergoing terrible hardship and suffering. The peculiar fact is developed that these institutions were not founded altogether for charitable purposes but that some of them sought a profit from the public appropriations they received. As the amount of these appropriations depended upon the number of children cared for, a constant effort was made to increase the number of inmates rather than to provide them with good homes.

A more startling chapter has never been written in the history of New York's misrule, yet the daily newspapers have been singularly indifferent to the exposure. Had any great corporation inflicted one-half the hardships that the innocent children of these institutions have suffered, pages with blazing headlines would have been devoted to deserved denunciations of the taskmasters.

## A STIRRING APPEAL

BY HON. ELIHU ROOT OF NEW YORK

**H**OW shall we play our part in the world? Have selfish living and factional quarreling and easy prosperity obscured the spiritual vision of our country? Has the patriotism of a generation never summoned to sacrifice become lifeless? Is our nation one, or a discordant multitude? Have we still national ideals? Will anybody live for them? Would anybody die for them? Or are we all for ease and comfort and wealth at any price?

## "GET A MOVE ON!"

**P**RESIDENT WILSON recently told the National Chamber of Commerce of the United States that the business men of this country must "get a move on." This is an expressive, but not an elegant, phrase, yet it was time that somebody said it. While the President was speaking, Senator Tillman was trying to cripple the munitions plants of the United States by demanding an appropriation of \$11,000,000 to put the Government into competition with them and some of the President's friends were urging the passage of a bill appropriating \$50,000,000 to enable the Government to go into the shipping business.

The claim is made that other maritime nations of the world own and control their merchant marine. Senator Gallinger, one of the most experienced of our public men, has exploded this statement by showing that the merchant fleets of all the great nations, including Great Britain, Germany, Japan and France, are held entirely under private ownership and that, if the United States goes into the shipping business, it will be the first great nation to enter upon that line of work.

There is a great dearth of shipping at present, and every shipyard is crowded with work because of the sudden demand for facilities created by the war, and Secretary Redfield himself has confessed that it is doubtful whether the Government can build or buy any new vessels before the end of 1917. By that time, in the belief of the most thoughtful observers, the war will be over and the emergency passed.

Business men would "get a move on" if Congress would let them.

## LET THE PEOPLE RULE!

**W**ASHING and ironing are to be taught the high school girls in a Connecticut city.

One per cent. of the population of New York was convicted of crime during the past year.

A graduate of Edinburgh University, a mathematician, linguist and former British army surgeon was arrested in New York recently for begging.

A Virginia legislator wants a law forbidding women to appear in public with skirts that do not reach within four inches of the ground. He says that "short skirts and low-cut waists are the reason why men go wrong."

A member of a building and loan association in New York who paid \$1,800 into its treasury was compelled to pay it over again because the first check was made out personally to the secretary of the association, who ran away with it.

The suffragettes of Topeka, Kansas, charge President Wilson with discourtesy in refusing to receive a delegation of 100 women voters while he was on his recent visit to that city. The President's secretary said "the women wanted to ask too many questions."

Two waitresses at Des Moines, Iowa, who received tips of \$5 each from Mrs. Wilson, and two messenger boys who received from the President tips of 5 and 10 cents respectively have been notified that under the Anti-tipping law of Iowa, they must return the tips or regard them only as souvenirs. If they spent the money, the President and Mrs. Wilson could be prosecuted.

A "murder trust" is charged with the mysterious murders of longshoremen in New York City. The *New York Herald* reports that investigation disclosed that "murder at \$10 a head has been the most active and successful agent in persuading longshoremen to become members of a union organized ostensibly for their welfare."

Let the thinking people rule.

## THE PLAIN TRUTH

**R**OOT! At the head of the list of the few surviving statesmen of eminence and experience in the United States, by general consent stands the Hon. Elihu Root of New York, hale and hearty on his seventy-first birthday. As Minister of War, under President McKinley, Secretary of State under Roosevelt, and Senator from the State of New York, Mr. Root made a record constituting a brilliant page of the history of his times. It is a record of which not only his State, but the nation is proud. The nation needs statesmen of the mould of Elihu Root and this is a time when conscription is in favor.

**S**ENSIBLE! The entire force of the Albany and Troy, N. Y., Post Office employees at a recent meeting unanimously opposed the one-cent postage movement as too radical at a time when the Post Office Department is economizing to the utmost. It is incredible, while the Government faces a serious deficit, that any Congressman should propose to reduce the revenues still further by cutting the first-class postage rate in two. The propaganda for one-cent postage is carried on by a well-organized and well-paid bunch of crusaders who never forget on which side their bread is buttered.

**Q**UESTION! The question is raised whether if the coal operators consent to the demand of the miners for the exclusion from the mines of all but one class of labor, the operators will not make themselves liable to the charge of having made a combination in restraint of trade. The plan adopted in Colorado by which organized or unorganized miners are recognized and given full freedom of action with representation in councils of conciliation and administration seems to be working well. Could it not meet the requirements of the acute situation threatened in the mining field?

**B**RANDEIS! It is no small matter when the President of Harvard University and fifty-four of the most distinguished citizens of Boston unite in a petition to the Senate of the United States against the confirmation of Louis B. Brandeis, on the ground that "we do not believe that Mr. Brandeis has the judicial temperament and capacity which should be required in a judge of the Supreme Court. His reputation as a lawyer is such that he has not the confidence of the people." President Wilson says he would be a back number if he did not change his mind when occasion required. No finer opportunity will ever present itself than he now finds.

**C**OMMON SENSE! Discussing Government ownership of railways that alert and thoughtful statesman, Senator Weeks of Massachusetts, points out that it would cost the United States \$15,000,000,000 to take over its railroads and that if the Government-owned the railways there would be a loss in the taxes it now obtains amounting to about \$140,000,000 a year. These are striking figures. They ought to make the people think. Senator Weeks might have added that while the Government is constantly fighting monopoly in forbidding railroads to pool their earnings, Government owned railways would constitute a complete monopoly. The inefficiency and extravagance of government ownership are undisputed, yet demagogues are constantly pleading for public ownership not only of the railways but also of the telegraphs and telephones, of course, at the people's expense.

**N**AVY! A captain of the United States Navy who inscribes himself as "an ardent and regular reader of *LESLIE'S*" criticizes the expression of our recent editorial referring to the extravagance of those who spend their money "like drunken sailors." He says he is afraid that this may mislead some to think that the Navy is still manned by the oldtime sailor with his fondness for his daily grog. We hasten to correct any such impression. And it is in order to commend the action of the American sailor who recently arose and stood at attention, at a moving picture show in New York City, as the strains of the national anthem were played and in answer to the cries of "Sit Down!" made this brief but impressive speech: "Ladies and Gentlemen, every enlisted man of the United States must stand at attention when the national anthem is played. Don't be blockheads by sitting down, clapping your hands and stamping your feet." The audience arose, with cheers for the Army and Navy.

# ZEPPELINS RAIN DEATH ON PARIS

BY JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S



**WORK OF ONE BOMB IN A TENEMENT**

The rear court or airshaft of a five-story tenement which was hit by a bomb. The windows were blown out, the walls shattered in places and a number of the occupants were killed or wounded.

## CRASHED INTO THE SUBWAY

Scene on a street—name suppressed by military censor—where a zeppelin bomb exploded just above the subway and blew a great hole in the pavement, blocking the roadway beneath. Mr. Hare had just arrived in Paris from Saloniki, and was spending his first night for months in peace and fancied security when the bombardment from the air occurred. It did not last more than a few minutes, but 36 people were killed and as many more seriously injured. The streets were crowded with citizens curious to see the zeppelin, but it was effectually concealed by the light fog. It probably operated at a height of 10,000 feet. It is not definitely known whether more than one airship took part in the bombardment.

SEE MR. HARE'S STORY  
OF THE RAID ON  
PAGE 271.



**BURIED UNDER FALLEN WALLS**

From the pile of debris in the courtyard several bodies were dug out, some of them being unrecognizable. The whole face of the house was blown away and few of the occupants escaped without some injury.



# WAR SCENES IN NEUTRAL GREECE

BY JAMES H. HARE,  
STAFF WAR PHOTOGRAPHER  
FOR LESLIE'S

ACTIVITIES OF THE FRENCH  
AND BRITISH AT  
SALONIKI



**SUNSET AT  
SALONIKI**

A remarkable view of the harbor that war has given a prominence second to none in the near East. It is thronged with ships that bring troops and supplies and carry away the sick and wounded. Reinforcements are still arriving and it is reported that the French are extending their lines to the Serbian border.



**FRENCH TROOPS  
LAND**

A familiar scene on the wharves of Saloniki, where perhaps a quarter of a million men, with their equipment and supplies, have been landed since last September. The French and British troops are being joined by reorganized Serbians. General Serrail, the French commander, is in supreme authority in the city and surrounding district.



**NEW ROADS FOR  
GREECE**

One result of the unwelcome visitors that Greece is entertaining, in the shape of the Entente armies, will be some good roads, constructed by French and British soldiers—and there are few places in the world that need them more. A vast amount of work has been done in making the district ready for defense against an attack that may never occur.



**FATHER STAFFORD HOLDS SERVICE ON THE PLAINS OF GREECE**

This Irish priest was one of the first men Mr. Hare met when he visited the British camp near Saloniki. "Are you the Jimmy Hare that made photographs for Collier's for so many years?"

asked Father Stafford. Mr. Hare pleaded guilty. "P. F. Collier was one of my best friends," said the priest. "Many's the time I've hunted foxes with him in Ireland."



# ACTIVITIES OF THE WAR MAKERS

PHOTOGRAPHS BY UNDERWOOD & UNDERWOOD



## AUSTRIAN TROOPS MARCH THROUGH MOUNTAIN SNOWS

A characteristic scene in the mountains of the Balkans, where winter fighting is particularly difficult, because of the rugged nature of the country and the heavy snows. Since the conquest of Serbia the Balkan campaign has been centered in Montenegro and Albania. The former country is practically all in the hands of the Austrians, who are advancing in Albania toward the port of Avlona, which is held by a small Italian expeditionary force. Remnants of the defeated Serbian and Montenegrin armies and bands of irregular Albanian tribesmen have borne the brunt of the resistance to the Austrian invaders. The royal family of Montenegro has sought asylum in France, although the Queen of Italy is the daughter of the King and Queen of Montenegro.



## AGED QUEEN VISITS WOUNDED

Queen Milena, of Montenegro, although well advanced in years, has taken a deep interest in the fortunes of the army and until driven out of her country was active in hospital work. She is here shown walking with the wounded soldiers in the garden surrounding a hospital. The Montenegrins are descended from the nobility of the old Serbian nation, who were driven into the mountains by the conquering Turks 500 years ago.



## GERMAN SHELLS CAPTURED BY THE FRENCH AFTER SEVERE FIGHTING

The spoils of war, in these modern times, consist largely of artillery and ammunition. After one of their successful advances in the Champagne country

the French took great quantities of German shells, which were sorted by the Territorials and placed in piles, one of which is here shown.

# WITH THE GERMANS IN FRANCE

PHOTOGRAPHS BY EBERTH



**A CAMPFIRE IN THE VOSGES**

German troops along the Western front are not frequently in camp, as every effort is made to house them in villages and towns. In the mountains, however, where the population is sparse and the towns far apart, it is often impossible to find shelter. A little camp life is enjoyable, but the European soldier, as a rule, abhors the bivouac. It is a maxim in the French army that "the worst billet is better than the best cantonment."



**THE ARMY'S BAGGAGE**

An army travels with more baggage than a grand opera company, and this despite the fact that the soldiers' kits are reduced to the smallest possible weight—they average 60 pounds. But the great quantities of ammunition, medical stores, artillery, reserve rifles, engineering supplies, pioneer equipment and the thousand and one things that troops must have to work with fill more cars than do the men themselves.



**WHO CARES FOR WET FEET**

German soldiers fording a stream on the Western front. Notwithstanding many exposures soldiers, especially in this war, have less sickness than civilians. The

Dardanelles campaign was one exception to the almost universal good health of the armies, and the epidemic of typhus in Austria and Serbia was the other.



# PEOPLE TALKED ABOUT



## DOES NOT CARE TO LIVE LONGER

Mrs. Mary Sage, of Darrowsville, N. Y., who is at least 105 years old and able to do her own housework, declared recently that her faith in God had given her unusual length of years, but that she did not care to live longer. She was baptised in England in 1810, but does not know how old she was then. On the day she was interviewed she had done the family washing. She says she wouldn't vote if she could, that women's fashions are wicked, and that the Allies will win.



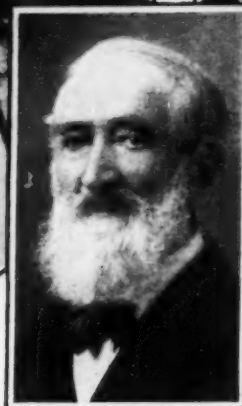
## ANTARCTIC EXPLORER WEDS

Commander Evans, who accompanied the late Captain Scott, R. N., on his expedition to the South Pole, was married recently to Miss Elsa Ardvord, the ceremony taking place in London. Commander Evans is on active duty with the British North Sea fleet, and after a short honeymoon, returned to his ship.



## HAS THREE TIMES CHEATED DEATH

Mrs. St. Clair Stobart, a frail English woman who is now recuperating in Dorset, has had a lifetime of adventure in the past 18 months. She was sentenced to death as a spy in Brussels, but escaped the German authorities and went to Serbia as a nurse, where she had typhus and recovered. During the Serbian retreat she nearly perished of exposure in the snows of the Balkan mountains, but despite her enfeebled condition managed to live through the unbelievable horrors of that trip. As soon as she recovers her strength she will again place her life at the service of her country.



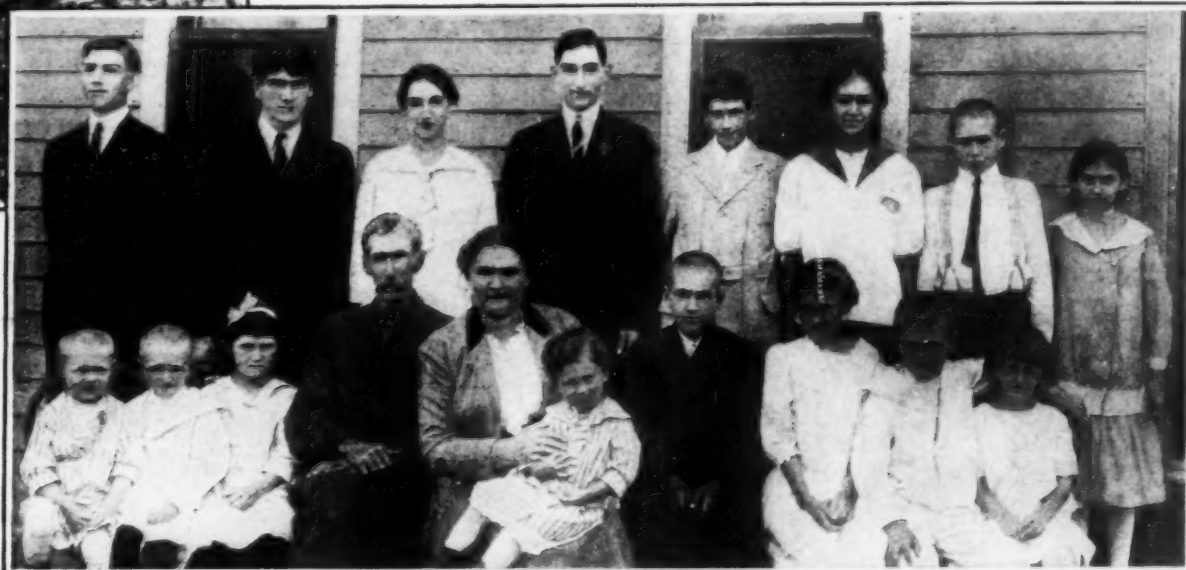
## PRACTICES MEDICINE AT 94

Canton, Kans., claims to have the oldest physician in active practice in the United States, in the person of Dr. Charles Hedinger, who answers calls by night or day just as he did 50 years ago. The day his photograph was obtained by a representative of Leslie's he drove 18 miles into the country with the temperature 4 below zero.



## EARNED \$250 FROM HER GARDEN

Alma Kutz received the highest award in the competition of the boys and girls of Cook County, Ill., in gardening. In all 1,732 children competed for a silver cup offered by the Cook County Garden and Field Club, and Alma won easily by producing a profit of \$250 from her garden. The total profit of all the contestants, who were school children, is placed at over \$25,000.



## MICHIGAN'S CHAMPION BIG FAMILY

Mr. and Mrs. William Shirkey, who live on a farm near St. Clair, Mich., are said to have eclipsed all State records for rearing a large family. They have 16 children, ranging in age from two and a half years to 23

years. There are no twins nor triplets in the family and the children are all bright and active and unusually healthy. There has never been a death in the family. Mr. Shirkey is 54 years old and his wife 46.



# SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



**A FARMER WRESTLER**

In contrast to the corpulent "rasslers" of the Far East we show Joe Stecher, a twenty-two-year-old product of Nebraska, who built up his magnificent physique by working on a farm. Joe has met and tossed several of the best mat performers in the country, and aspires to the title of world's catch-as-catch-can champion, held by Frank Gotch.



**DECORATIVE BUT NOT ORNAMENTAL**

These gentlemen, despite their peaceful attitude, represent the leading wrestling talent of Japan. Second from the left is Umegatani, the champion. To his right is his father-in-law, a retired wrestler, and to his left are Isenohama and Tamatsubaki, among the greatest "mat artists" of the flowery kingdom. Umegatani, who, though but thirty-eight years old, has accumulated a fortune, is shown in his home just before the ceremony of Toshiyori, or cutting the hair, to denote that he has retired from active life. Wrestling in Japan takes place twice a year, in January and May, usually at Tokyo, at the Temple of the Nameless Dead, where the burials were made after the great fire of 1657.



**A NORWEGIAN SNOW QUEEN**

Skiing is the national pastime of the Scandinavian peoples, but it is at Holmenkollen, Christiania, that the "smart set" of the northern countries gather annually to enjoy to the full this healthful and exciting recreation. This fair daughter of Norway, recently snap-shotted at the famous resort, sets an example which could be followed with profit by her American sisters.



**YALE'S FOOTBALL HOPE**

Will Tad Jones, the Blue's new coach, is able to put football upon as firm a footing as Yale rowing? That is the question now agitating New Haven. Yale still remembers Tad when he gave the signals which directed the play of the eleven which Ted Coy led into battle. Jones knows football from every angle, and has a well-defined system.



**A DAREDEVIL ON SKIS**

Ragnar Omtvedt, ski champion, was a sensational performer at the recent tournament at Lake Park, Mt. Horeb, Wis., where the daily attendance exceeded 5,000. Omtvedt became champion by covering 169 feet in the standing long distance jump.



**KONETCHY**

**BACK TO THE FOLD**

When Percy Haughton recently paid \$18,000 for First Baseman Ed Konetchy and Pitchers Knetzer and Allen and added them to his Boston Team, he emphasized the fact that by-gones are by-gones and that the hurts inflicted upon the national pastime by the Feds really had healed. Knetzer was the first player to jump to the "out-laws." He hopped from the Brooklyn outfit two years ago, and Allen followed suit from the same club when a salary raise was not forthcoming. "Koney," after being with the Cardinals for years, was sent to Pittsburgh, but a hitch over pay caused him to leap. The trio did excellent work with the now defunct league and should strengthen the Braves.



**KNETZER**



**ALLEN**



**A QUEEN INDEED**

Pan Zerata, H. S. Newman's wonderful six-year-old mare, recently demonstrated her right to the title, "Queen of the Turf," at the Fair Grounds, New Orleans, when she shouldered an impost of 140 pounds and beat a field of crack handicap sprinters over the five and a half furlong route. She made the distance in 1.06 1-5 and scored the fifty-ninth victory of her racing career out of 110 starts.

## LET'S HOPE 'TIS TRUE

"A spring training school for major league umpires is to be organized."—*News Dispatch.*

Oh, you men whose word was lawful,  
Though your judgment was most awful,  
You, who lacked all sense of humor—  
Not to mention being blind;  
'Twas not strange fans called you robbers,  
More than hinted you were jobbers—  
Other faults we will not mention  
Lest we seem a bit unkind.

But your bluffing days are over,  
Ne'er again you'll strut in clover,  
For the magnates, sluggish witted,  
Have your number down at last.  
Off to school each year they'll pack you,  
You must learn or they will sack you,  
Snap decisions, mind with ego,  
Will not go as in the past.

# THE TREND OF PUBLIC OPINION

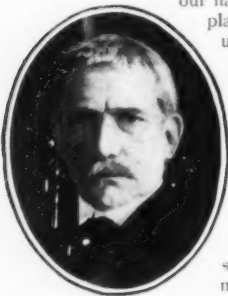
BY CHARLTON BATES STRAYER

## THE ISSUE OF THE HOUR

IN his masterly speech before the Republican State Convention of New York, ex-Senator Elihu Root spoke not only to his own party in the State and throughout the nation, but to all lovers of America irrespective of party. The *New York Times*, a steady supporter of the Administration, raises the query as to whether Mr. Root had the "insight and the good fortune to make not merely a partisan speech but an American speech," and argues that if it is the latter, "the Democrats of the Administration and in Congress will do well to take heed of it." With dignity and restraint and yet with driving force that was terrific, Mr. Root showed the weakness and folly of our dealings with Mexico, of our silence when Belgium was outraged, and the contempt into which our diplomacy has come through its handling of the issues raised by the European war. "No man," said he, "should draw a pistol who dares not shoot. The Government that shakes its fist first and its finger afterwards falls into contempt. Our diplomacy has lost its authority and influence because we have been brave in words and irresolute in action." The speaker drew greatest applause when speaking of our failure to protest against the violation of the neutrality of Belgium, he declared that if public opinion was then to remain silent, "all talk about peace and justice and international law and the rights of man, the progress of humanity and the spread of liberty is all idle patter—mere weak sentimentality." Instead of following the path of peace, Mr. Root pointed out that we have been blindly stumbling along the road that, continued, will lead to inevitable war. Commenting on the Root speech, the *New York Tribune* says that the issue of the next campaign will not be the tariff or Mr. Wilson's Mexican policy but "Americanism versus cowardice." It is not strange that the *Times* should say of the speech, "With this warning, confronted by a formidable foe with such challenges, it is imperative that the Democratic Administration and the Democratic Congress re-examine their positions."

## LINKING UP INDUSTRY FOR DEFENSE

THE war is teaching its lessons. The first lesson it brought home to England was that she hadn't sufficient munitions. Through her preparedness in this regard Germany came near winning the war. Although Great Britain had the smallest army of any of the belligerents, she was short of guns and explosives for even this small force. The most difficult war problem that Britain has had to work out has been the mobilizing of industry, tuning up industrial plants to supply the armies sent to the front. We also have the preparedness issue creating, as was to be expected, great division of opinion. The vital issue of industrial mobilization, however, has been approached by the President in a way that makes certain the best results. He has enlisted the members of the five leading scientific societies of the country, who have patriotically offered to give their time to secure an inventory of our national industries and to evolve plans by which they may be linked up to the national defense. Mr. W. L. Saunders, President of the American Institute of Mining Engineers, is enthusiastic over the scheme because it is thoroughly scientific and absolutely non-political. Referring to the scientific co-operation between the German government and national industries, Mr. Saunders said, "Getting right down to the nub of things when you talk of preparedness for possible war, it resolves itself into the dictum: the chemist is king." England has been handicapped in the mobilization of her industries by the belligerent attitude of the



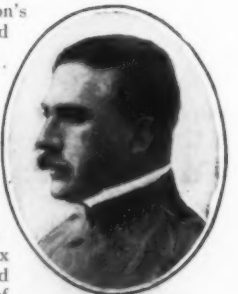
ELIHU ROOT  
The sagacious statesman who struck the keynote of the Republican campaign in a speech at the New York State Convention.

trade unions. Mr. Howard E. Coffin, who announced to the Naval Consulting Board that he had already begun the mobilization of every industry in the country, declared that President Samuel Gompers had pledged the co-operation of the American Federation of Labor in perfecting the plan. A series of lectures on military engineering at the Engineering Societies' building in New York City under the auspices of the four national engineering societies and under the direction of Major General Leonard Wood, revealed remarkable interest in the movement. Five thousand engineers applied for seats at every lecture. Capt. T. M. Robins, of the Corps of Engineers, U. S. A., the lecturer, declared that every engineer had to have military as well as technical training if he would be of greatest service to his country in the event of war.

## A BETRAYAL OF TRUST

WHEN the United States took over the Philippines from Spain, paying \$20,000,000 for the privilege, it may have been a bad bargain. However that may be, we then assumed moral responsibility for the future of the Filipinos which cannot lightly be put aside. The proposal of the Democratic Congress to turn them adrift in 1921 is nothing less than a betrayal of trust. Indeed should the United States withdraw from the Archipelago, conditions would at once rival those in Mexico, for in addition to manifest incapacity for entire self-government and independence on the part of the various Filipino people, the wild Mohammedan Moro tribes, untamed by Spain and ready now to break loose as soon as our strong

prospects. The administration's most vulnerable point is found in its incredible blundering in the Mexican matter and the President realizes that he must do something to redeem himself. So the story runs that he sent his most intimate friend to sound the heads of the principal nations of Europe on a most astonishing proposition—namely that the United States should annex the northern part of Mexico and undertake to pay the claims of European governments arising from the loss of life and property among their nationals during the past four years of anarchy. Colonel House was charged with the task of estimating the amount of such claims. The United States further would assist in the establishment of some government in the part of Mexico that would remain an independent republic. If this plan is acceptable to Great Britain, France, Italy, Germany, Spain, and Belgium, say the wise ones, we may expect a feeler to emanate from the White House in the general direction of the American voter. Just at the time this is being written the word comes from Washington that the Carranza regime is near-



GEN. LEONARD WOOD

Who has arranged to have 5,000 engineers given a course of military lectures to fit them to play a part in national defense.

ing an inglorious conclusion. This means fresh complications for a harassed administration at Washington. If it is really believed there that the Mexican strife is an irrepressible conflict between north and south, the annexation plan may be looked upon as hopeful. We can only await with interest developments that may confirm or disprove this astounding story.

SINCE merchant ships, EVERYTHING from time immemorial, have been armed for defense, notification by Germany and Austria that armed merchantmen of the Allies will be treated as war vessels after February 29th, creates one of the most acute issues of the war. The right of merchantmen to defensive armament has been asserted by the United States since 1793. A few weeks ago, however, Secretary of State Lansing, in the name of humanity, suggested to the Entente Allies a *modus vivendi*, or "gentlemen's agreement," with the Teutonic powers calling for the disarmament of merchant vessels. Britain and

her allies have said unofficially that they will not agree to such a course, and their contention that the rules of war may not be thus changed while the war is in progress cannot be assailed. The German press hails the new declaration concerning submarine warfare with delight. The *Frankfurter Zeitung* considers the legal standpoint in the declaration to be "impregnable." Count von Reventlow, naval expert of the *Tages Zeitung*, expresses the hope that neutrals will recognize "the spirit of uprightness" in which the memorandum is issued. The *Germania* declares that the new order places England "on a pillory before the world," while the general view is that the government is mild in treating armed merchantmen as belligerents, instead of as pirates. The *London Times*, on the other hand, heads its accounts of the order, "A New Plea For Piracy," and *The Mail* declares that it undoubtedly is Germany's long-threatened reprisal for the *Paralong* incident. Italy's reply to the order is a decision to arm its merchant vessels in the Atlantic trade with quick-firing guns. The *Paris Temps* declares guns of merchantmen "were their sole protection against murderous attacks since German promises have been shown to be valueless." The Dutch press condemns the new order, the *Nieuws van den Dagh* arguing that if it means all allied merchantmen are to be torpedoed on the assumption that they are armed, then "all concessions which Germany has made to the United States are valueless."



## ARE WE WISER NOW THAN IN 1877?

A scene in the streets of Baltimore, during the railroad strike of 1877, in which many lives were lost and millions of dollars' worth of property destroyed. The strike was general as far West as Chicago. The country is now threatened with a nation-wide strike of railroad employees, but it is to be hoped that wise counsels will avert what would be a national calamity.

hand is released, would sweep unchecked through the islands. We have been training the Filipinos in character and self-government ever since we occupied the islands, and our declared purpose from the beginning has been to withdraw whenever that training was complete and the Filipino people become fit to take a place among the family of nations. No one with knowledge of the facts can say that that will be in 1921. Hendrik Colijn, the famous Dutch statesman and greatest living expert in the government of Malay races, foresees disaster in the Philippines bill. Asked when he thought the Filipinos would be ready for complete self-government, Mr. Colijn replied, "No one can say how many years; fifty, a hundred, two hundred—who knows? But it will not be in 1921."

## SHALL WE TAKE HALF OF MEXICO?

AMONG people in a position to know the rumor persists that the mysterious visit of Colonel House to the capitals of Europe as the personal emissary of President Wilson had more to do with the Mexican question than with international complications with the warring powers, or even with peace



# WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

## SPEAKER CLARK AS REAL LEADER

THANKS to the patriotic leadership of Speaker Champ Clark, of Missouri, and Representative James R. Mann, of Illinois, the foundation has been laid for the national defense program. The greatest need of the navy, as well as of the army, is for more officers. It is possible to train soldiers within six months, but it is not possible to train officers in less than three or four years. It was because of the lack of officers that Russia suffered such reverses at the beginning of the war and still suffers losses.



LINDLEY M. GARRISON

Who resigned his post as Secretary of War because of the President's policy of ignoring his Cabinet members in important matters.

It was because of her efficient officers that Germany triumphed so frequently. The rugged and eloquent Speaker of the House, realizing that more officers were needed in any scheme for the enlargement of the navy and army, stepped down from the Speaker's chair, and made a characteristic speech. Minority Leader Mann previously had appealed to the good sense of the House and the result of the joint efforts of the two leaders was the passage, by unanimous vote, of one bill to add 300 midshipmen to the entering classes at Annapolis, and of another to equip the Mare Island and New York Navy Yards for the construction of the two new battleships, Nos. 43 and 44, which are yet to be named. Mr. Clark said that he would likewise take part in the fight to make a similar addition to the cadets at West Point.

## TARIFF COMMISSION IS CERTAIN

NO longer is there any doubt about the creation of a Tariff Commission in some form or other. The House bill will be materially changed in the Senate, but a commission of some sort will be established. It will be an investigating

body pure and simple. It will not take the tariff out of politics. That can never be done so long as one political party holds to the belief that a protective tariff is not necessary for the welfare of the nation. The House recently passed the Keating child labor bill by an overwhelming majority. It provides that the product of the labor of children under 14 years of age shall be barred from interstate commerce and that there shall be the same prohibition against the product of the labor of children between the ages of 14 and 16 years who are employed for more than eight hours a day. Yet Europe continues to use child labor, and works adults as long as 18 hours a day in some instances, and pays them much less than adults receive in the United States for working shorter hours. Here is an inequality which can only be repaired by the establishment of a tariff that will equal the difference in the cost of production at home and abroad. Whether or not there should be such a protective tariff will be voted upon by the people next November. If the commission is established, and men appointed as members are of the Walsh and Brandeis stripe, the public will regret the legislation.

## WHY GARRISON QUIT THE CABINET

"INCOMPATIBILITY of temperament" is the real reason for the separation of Secretary of War Lindley M. Garrison from Woodrow Wilson. The fact that the President and Mr. Garrison relied upon an exchange of notes in their efforts to reach a common ground indicates clearly that strained relations had continued for some time. Mr. Garrison was never invited to any of the conferences the President had with members of the military affairs committees of the Senate and House who opposed the "continental army" scheme. Former Secretary of State Bryan told some of his friends, after leaving the Cabinet, that the President never permitted the Secretary for a moment to lose sight of the fact that he was a subordinate. Most of the members of the Cabinet have felt the same sort of restraint. A public reason always must be assigned for the resignation of a Cabinet member, and the break over the "continental army" plan was labeled the cause in the present instance. Mr. Garrison felt that he was not an integral part of the Administration; that there did not

exist a compact advisory body of which he was a member and of which the President was the head.

## ARMY AND NAVY TO BE INCREASED

THERE is no longer any doubt that the present Congress will provide for improvements in the army and navy. There is most violent opposition among certain groups to any increases, but the overwhelming sentiment of Senate and House is for an improved army and navy. If the House Naval Affairs Committee reports less than two battleships and one battle cruiser, amendments will be offered to bring the House bill up to the recommendations of Secretary Daniels. These will be passed. While the House Military Affairs Committee has not definitely agreed upon the terms of its preparedness measures, in a general way it will provide for the following increases in the military establishment: Seven regiments of mobile field artillery; 10 regiments of infantry; corresponding increases in the aviation and engineering branches of the service, to balance out the present army; some increase of coast artillery; about 1,000 additional officers for use in training the enlarged National Guard, for details to schools and academies where training is to be established and to be used as a basis for rapid expansion of the army in case of war; federalizing the National Guard; expanding it probably from its present strength to 250,000 the first year; passage of the militia pay bill. The Garrison plan for national defense, which was ignored, was as follows: Ten regiments of infantry; four regiments of field artillery; 52 companies of coast artillery; 15 companies of engineers; four aero squadrons; present National Guard of 129,000 privileged to come into continental army; continental army of 400,000 men.



GEN. WM. CROZIER  
Chief of Ordnance, U. S. A., who recently told Congress that it would cost the country \$50,000,000 to build arms plants for immediate needs.

# IS BRANDEIS FIT FOR THE BENCH?

BY THOMAS F. LOGAN

HAS the advocacy of popular causes by Louis D. Brandeis been merely a cloak whereby he has covered unprofessional practices which have netted him a large fortune? If this question is answered affirmatively, it is believed that a majority of the Senate will vote against the confirmation of Mr. Brandeis' nomination for the Supreme Court. That Brandeis will have more than a "square-deal" is evidenced by the fact that supporters of President Wilson counted more than a majority of Senators in his favor before a scintilla of evidence was produced against his professional conduct.

The case against Brandeis is just opening. If he can dissipate the doubts which have been raised against his professional integrity, either by telling his personal story to the Senate Judiciary Committee, or by summoning witnesses, there is no possible prejudice that can operate against him. As a matter of plain fact, the prejudice is in his favor.

In a matter of such vital importance to the actual liberties of all the people, a matter affecting the honor and integrity of a man who has been nominated to be part of the court of last appeal, it is essential that the public should understand the issues involved.

## MR. BAILEY'S BON MOT

A. Lawrence Lowell, President of Harvard University, Charles Francis Adams, and more than fifty eminent citizens of Boston—men who would not make reckless or irresponsible charges—have certified to the United States Senate in a public petition over their signatures:

"We do not believe that Mr. Brandeis has the judicial temperament and capacity which should be required in a judge of the Supreme Court. His reputation as a lawyer is such that he has not the confidence of the people."

Other Boston lawyers, of equal high standing, are prepared to make similar statements to the Senate Committee if their opinion is asked.

Hollis R. Bailey, for 15 years chairman of the board of bar examiners in Boston, as a witness before the Senate Judiciary Committee, summed up what he believed to be the predominating opinion among Boston lawyers of Brandeis, in this fashion, when questioned by Senator Clark:

Senator Clark: What is the general professional reputation of Mr. Brandeis?

Mr. Bailey: First, that he is a very able lawyer; that he is a man of keen intellect; that he is an able advocate; that he is not entirely trustworthy. I think that about covers it.

Many witnesses have appeared before the sub-committee of the Judiciary Committee which has been assigned to hear the evidence. These witnesses have included Clifford Thorne, chairman of the board of railroad commissioners, of Iowa; S. W. Winslow, President of the United Shoe Machinery Company; P. J. Lennox, professor of literature at the Catholic University, and many others.

## SPECIFIC CHARGES MADE

Some have related the circumstances of one case in which Brandeis has been accused; others have dealt with more than one case. Clarence W. Barron, publisher of the *Wall Street Journal*, has testified to specific instances of unprofessional conduct on the part of Brandeis, or rather has called the attention of the Committee to the places where the documentary proofs can be obtained.

So that the public may understand the issues, the different cases which have been laid before the Senate Committee are briefly set forth. These are the charges as outlined by the witnesses, constituting the case against Brandeis before the Committee up to date.

Judgment should be withheld until Mr. Brandeis has had ample opportunity to meet his opponents and to answer the charges as his friends declare he will. The accusations as outlined by the opposition include the following:

First—In 1907, while acting as counsel for P. J. Lennox & Company, a firm of morocco manufacturers in Lynn, Mass., Brandeis obtained from the firm confidential information and used it against the firm several weeks later in bankruptcy proceedings which he commenced against the firm in behalf of hostile creditors.

Second—After publicly denouncing the Equitable Life

Assurance Society in 1905-6 for extravagance, mismanagement, wastefulness, corruption and fraud, and after accepting a retainer as counsel for the Protective Committee of Policy Holders of the Equitable Life Assurance Society and other retainers to advise policy holders respecting their interests as regarded the Society, Brandeis, in behalf of his firm, accepted several months later a retainer from the Equitable Life Assurance Society itself. In a policy holder's suit against the Society, based on the charges that Brandeis had made against the Society, Brandeis' firm, acting as attorneys for the Society, denied the charges, and successfully defended the Society in the suit.

Third—In 1893, while the New Haven Railroad was trying to strangle the New York & New England Railroad, a competing line, in order to absorb the property, Brandeis began ten strike suits against the New England, acting ostensibly as attorney for a firm of liquor dealers called N. F. Goldsmith and Company whom he secured as dummy clients for this purpose. Subsequent investigation by the Massachusetts Legislature, and the recent prosecution of New Haven directors by the Department of Justice, revealed that Brandeis actually was retained, employed, and paid by Austin Corbin and other New York interests, who in turn were indemnified by certain directors of the New Haven, who were protected by the New Haven.

## EMPLOYED BY HARRIMAN

Fourth—In 1907, several months after Harriman's stock acquisitions in the Illinois Central and other railroads had been investigated and officially denounced by the Interstate Commerce Commission, Brandeis, in behalf of his firm, accepted employment in the Harriman interest, and helped Harriman in his successful fight for control of the Illinois Central. Brandeis himself, meanwhile, continued to lead the attack upon the New Haven Railroad. Brandeis has since variously denied and confessed his connection with Harriman. More recently, Brandeis has publicly denounced as criminal the same Harriman control of the Illinois Central which Brandeis himself successfully helped Harriman to perfect.

(Continued on page 263)

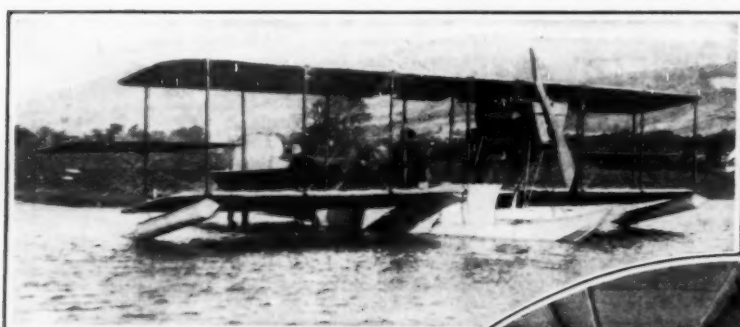


# ARE WE ALL GOING TO FLY?

BY CHARLTON BATES STRAYER

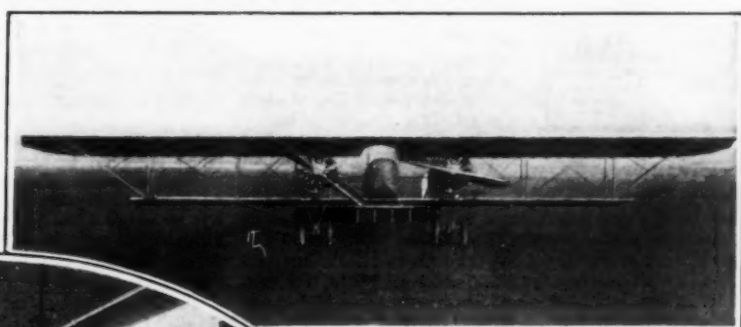


AMERICAN AEROPLANES FOR EUROPEAN BATTLEFIELDS  
New machines being tried out at Hammondsport, where many of the flying machines for the Allied armies are built.



A TRACTOR FLYING BOAT

Built for Harold F. McCormick, an enthusiastic amateur aviator. It is predicted that within a few years aviation will be a general sport.



A RECENT BRITISH WAR PLANE

This plane was built at Hendon for the army and is shown ready for its trial trips. It is one of the latest models of army machine.



AEROPLANE SHOPS ARE THE BUSIEST OF OUR INDUSTRIES

A shop where the small fittings are made for one of the big factories. Hundreds of airships of all sizes are being made every month in American factories—and they all go to Europe.



MISS HARRIET QUIMBY

In her biplane, ready for a flight. Miss Quimby was the first woman to fly alone across the English Channel.

THE conquest of the air is the greatest material achievement in the world's history. With such amazing swiftness has the art of flying advanced during the past decade that in forecasting the near future the imagination must be enlisted. It is not idle to say that in a few years the aeroplane will be as commonly used as the automobile is now. In the rapidity of its development, and in a far more difficult field at that, the aeroplane has fairly run away from the automobile. This progress is largely the result of the war. A few years ago, a flight across the English Channel was an amazing feat, the aeroplane was the helpless victim of every fickle gust of wind, while the flight of an hour with a passenger aboard made a thriller for the headlines. The memorable trip across the channel by Miss Harriet Quimby of LESLIE'S staff, in 1912, the first channel flight by a woman alone, has not yet been duplicated.

"Less than a decade ago," says Señor Santos-Dumont, the Brazilian aviator and scientist, "my aeroplane was considered a marvel. In this machine, in which there was room for only one person, I used a 20-horsepower motor. My record flight was 12 miles, and I could carry only enough gasoline to fly three-quarters of an hour." Today aeroplanes can carry 30 passengers, can fly over 24 hours without alighting, have ascended practically five miles, and between sunrise and sunset have traveled 1,300 miles. "We no longer," says M. Dumont, "fear wind or weather. The modern machine can brave any gale, and fly through a storm of any velocity. It can travel over mountains, forests and seas. The atmosphere is its ocean, and its ports are everywhere."

Centuries ago Themistocles said: "He who commands the seas commands all." This Rear Admiral Robert E. Peary has amended to read: "He who commands the air commands all." Britain's command of the sea has given her the whip hand in this war, but the next great war will be fought in the air, and no man dare predict the outcome, even in this war, should the British and German fleets clash, with a fringe of submarines in the van of the attack, while Zeppelins and aeroplanes fill the sky overhead and rain destruction on the boats below.

The first aeroplane flight was made in this country, and it is a matter of regret that we did not follow up the

epoch-making achievements of the Wright Brothers. The genius of France then took hold of the idea and in a masterly manner led in its development, while the necessity of war has stimulated as great progress in 20 months as would have taken 20 years in time of peace. The United States is lamentably deficient both in the peaceful use of aeroplanes and in their employment for defensive purposes. The *Wall Street Journal* is authority for the statement that we are shipping as many aeroplanes to Europe every day as the whole United States army has in commission. The published estimates of the

War and Navy Departments for next year call for less than 100 aeroplanes at a cost of \$2,000,000. The minimum number should be 2,000 and an expenditure of \$10,000,000 would still leave us behind Japan, the Netherlands and even Spain in aeronautical equipment. If we spent \$25,000,000, England, France, Germany and Russia would yet be ahead of us. We sent only two aeroplanes to the Mexican border because we had no more to spare. The navy must ever be the first line of defense of a country having so extensive a coast line as the United States, but we need the aeroplane picket to provide, as Admiral Peary says, "a national burglar alarm around the entire country."

The peaceful uses of the aeroplane are just as significant as those of defense. An aerial coast patrol would be a most valuable adjunct to the existing coast guard. The utilization of the aeroplane in the mail service offers unlimited possibilities. The thousands of aviators so employed would constitute an auxiliary for defense in time of war. The day ought not to be far distant when air lines shall connect North and South America. Claude Grahame-White predicts that in 20 years giant aeroplanes making 200 miles an hour will speed from New York to London in 15 hours. The next step will be around-the-world trips by air.

While all this is developing, the local uses of the aeroplane will increase correspondingly. In ten years the flying machine will be as common as the automobile to-day. Far-seeing automobile makers will soon be turning to the aeroplane, one of the largest concerns having already purchased a trying-out ground for flying machines. Travel in the future is to be through the air.

# FAVORITES OF THE NEW YORK STAGE

PHOTOS BY WHITE STUDIO



**ELSIE FERGUSON**  
In "Margaret Schiller" at the New Amsterdam. An excellent presentation of a part somewhat out of her usual line.



**LYDIA LOPOKOVA**  
In "Les Sylphides," Serge de Diaghileff's Ballet. The bright star of the remarkable production which recently left the Century for a tour of the large cities.

**VALLI-VALLI**  
In the Cohan Revue. She is a notable asset to a notable performance at the Astor.



**HIGHEST-PRICED CHORUS GIRLS IN THE WORLD**  
Eleanor St. Clair, Hazel Lewis, Marion Davies, and Evelyn Conway in "Stop! Look! Listen!" at the Globe.



**VIOLA ALLEN**  
As *Lady Macbeth* in Hackett's revival at the Criterion.



**MRS. HOPKINS**  
Who plays *Jim Hawkins* to perfection in "Treasure Island" at the Punch & Judy.



**MAUDE ADAMS**  
At the Empire, playing Barrie's comedies as charmingly as ever.



**MRS. FISKE**  
Scoring a success in "Erstwhile Susan" at the Gaiety.

## NEW YORK'S GOOD SHOWS

ATTRactions TO WHICH YOU MAY SAFELY TAKE YOUR WIFE OR SISTER

Astor	The Cohan Revue	Giant cast in year's premier revue	Liberty	Sybil	Three-star cast in the funniest musical play in New York
Belasco	The Roomerang	Comedy. Notably good company	Longacre	The Great Lover	Leo Dittichstein in romantic comedy
Candler	The House of Glass	Forceful, melodramatic crook play	Lyceum	Our Mrs. McChesney	Ethel Barrymore in breezy comedy
Casino	The Blue Paradise	Tuneful Viennese operetta	Lyric	Alb and Mawruss	Laughable sequel to Potash & Perlmutter
Cohan's	Cock o' the Walk	Otis Skinner in a clever English satire of the theatre, by Henry Arthur Jones	Maxine Elliott's	The Pride of Race	Robert Hilliard in a sensational but strong drama
Comedy	Hobson's Choice	Irresistible comedy of English life	New Amsterdam	Margaret Schiller	Elsie Ferguson in Hall Caine's successful drama
Cort	Any House	Uninteresting morality play	Palace	First-class variety	Grace George in another addition to her repertory
Criterion	Shakespeare	With Viola Allen and James K. Hackett	Playhouse	The Earth	Scintillating musical comedy
Eltinge	Fair and Warmer	A laugh from beginning to end	Princess	Very Good Eddie	Splendid production capably acted
Empire	The Little Minister	Maud Adams in one of her greatest hits	Punch & Judy	Treasure Island	Harvard prize drama
Fulton	Melody of Youth	Romantic Irish comedy	Republic	Common Clay	Viennese operetta
Gaiety	Erstwhile Susan	Mrs. Fiske in a delightful American comedy	Shubert	Alone at Last	First-class motion pictures
Garden	The Weavers	With Emanuel Reicher	Vitagraph	The Unchastened Woman	Comedy of modern domestic scandals
Harris	Hit-the-Trail Holiday	One of the season's greatest successes	44th Street	Katinka	New musical play by the composers of "High Jinks"
Hippodrome	Hip-Hip Hooray	Biggest variety show in the world	48th Street	Just a Woman	Time drama of life in the abstract
Hudson	The Cinderella Man	Charming little play of Let's Pretend Land			
Irving Place	German stock company	Deutsches Theater			
Knickbocker	High-class moving pictures				



# PICTORIAL DIGEST OF



## PACIFIC COAST IN BLIZZARD'S GRIP

The picture above shows Fourth and Main Streets, Vancouver, Wash., after the big snow and sleet storm early in February. Telegraph and telephone lines were broken down by the weight of the snow and ice. This winter has been the most severe in years along the Pacific Coast. Vancouver rarely has any snow at all.



## TWO MILLION-DOLLAR FIRE

Fall River, Mass., a prosperous manufacturing city, was devastated by a fire on February 16th that destroyed several blocks of the city, and caused a loss of over \$2,000,000. The picture to the right is of the ruins, looking toward city hall from South Main street. The fire started in a department store and for a time threatened to destroy the whole city. The firemen were hampered in their work by the severe cold.

## WESTERN WINDS

Through northern Washington and Oregon, the wind was done to by the storms on. The photograph shows a scene in Vancouver, where the trees were broken down and ice. Similar damage was done over a wide area, the fruit growing a gloom.



## OHIO RIVER STEAMBOAT BOILER EXPLODES, KILLING ELEVEN

The tow boat *Sam Brown*, of Pittsburgh, after her boilers blew up in the Ohio River near Huntington, W. Va., on February 2d. She was a well-known boat in the coal

trade and carried a crew of 34, of whom 11 were killed. Parts of the boilers were hurled 1,500 feet by the force of the explosion. The cause of the disaster is not known.



## GREAT STORMS THREE

Holland, as we all know, is protected from the sea by dykes—walls of earth that hold back the water from the low-lying land. This winter severe storms drove the waves to break through the



# RECENT DISASTERS



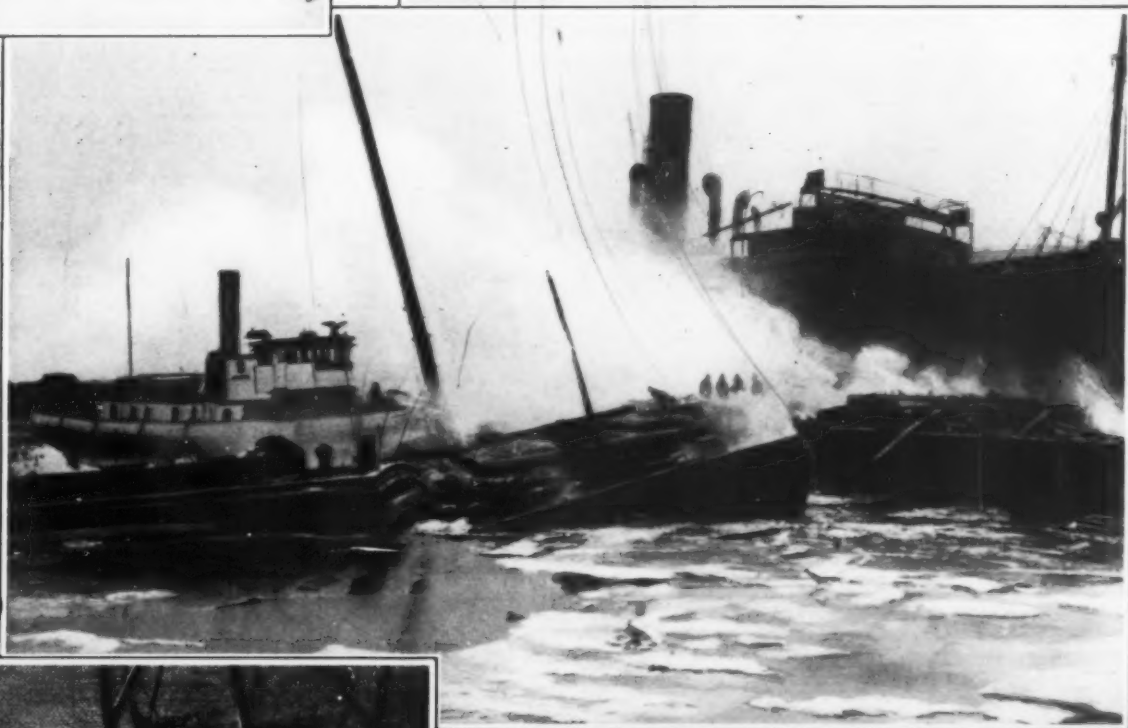
## WESTERN DISASTERS

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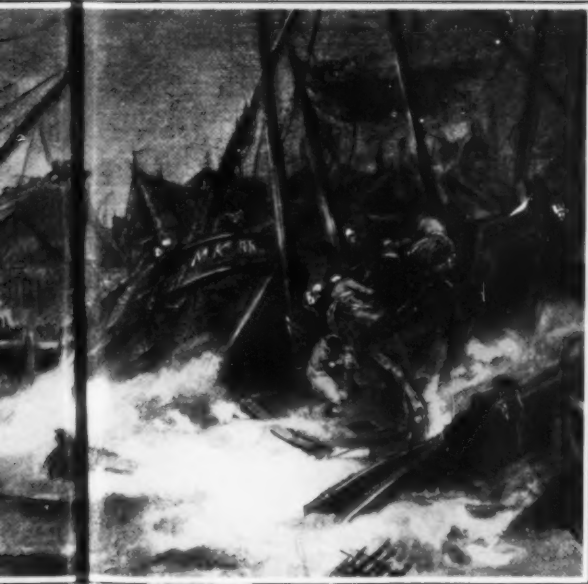
## VICTORIA FLOUNDERS IN DRIFTS

Victoria, B. C., situated on Vancouver Island, where winter, as a rule, brings no snow, was snow-bound for several days in February. As shown in the picture above, the streets were deep in snow. Huge drifts blockaded street cars, so that they had to be abandoned, and business was almost at a standstill for several days.



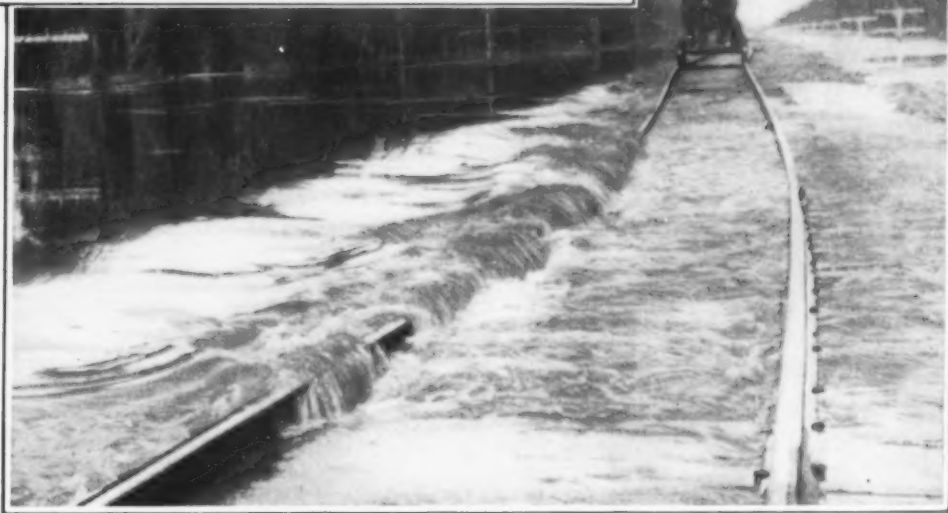
## SHIPS BURNED AT THE DOCK

A fire of unknown origin destroyed the three freighters *Bolton Castle*, *Pacific Castle* and *Bellagio* on the morning of February 16th, while lying at their pier in Brooklyn. The ships were loaded with war supplies for the Allies. The report that the fire was started by German spies has been officially denied. The pier and 30 lighters were burned as well as the ships, entailing a loss of almost \$5,000,000. Several Asiatic sailors lost their lives.



## ISLAND'S SAFETY

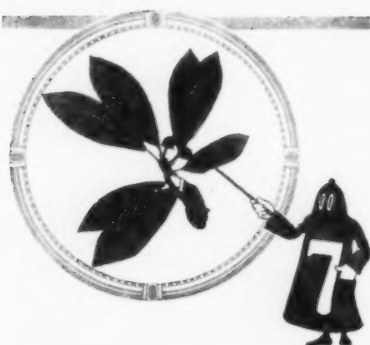
in many places, and only greatest efforts saved vast areas from being land. The drawing shows the island of Marken, a well-known resort, while inundated. Seventeen lives were lost there.



## ARKANSAS RIVER GETS OUT OF BOUNDS WITH FATAL RESULTS

A view along the Iron Mountain railroad near Newport, Ark., during the February floods which raised the Arkansas River far above the danger line. In the widespread

floods 29 people lost their lives and the damage mounted into hundreds of thousands of dollars. At intervals the river is held in its course by levees, many of which broke.



## It's the clean, sweet sap of the Sapota Tree

In tropical regions grows the Sapota Tree. Botanists call it the "Achras Sapota." Its buds turn into delicious fruit. It yields a creamy sap for Sterling Gum.

In the late Fall of the year, the rainy season comes. The sap rises. The trunk of the tree is tapped. The milky sap flows out, rich, pure and clean.

Then they boil it into buff-colored cakes. The cakes are wrapped and sent to the Sterling Kitchens.

As you enjoy your Sterling Gum, remember the clean, sweet sap of the Sapota Tree. Remember the gloved hands that guide its making into Sterling Gum.

The 7 points of Sterling excellence are:

- Point 1—Crowded with flavor
- Point 2—Velvety body—No GRIT
- Point 3—Crumble-proof
- Point 4—Sterling Purity
- Point 5—From a daylight factory
- Point 6—Untouched by hands.
- Point 7—What?



PEPPERMINT IN RED WRAPPER  
CINNAMON IN BLUE WRAPPER

The Sterling Gum Co., Inc., New York  
The Sterling Gum Co. of Canada, Ltd., Toronto

## WAR'S HAND ON YPRES

BY DR. WILLIAM ALDERSON

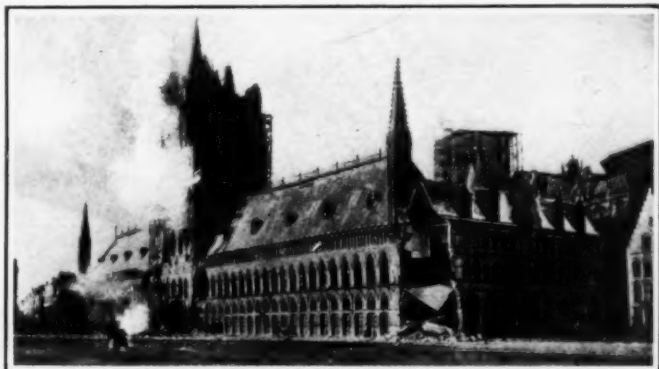


THE CLOTH HALL BEFORE THE WAR

It was reputed to be one of the most beautiful buildings in Europe, and was rich in historic legend and filled with beautiful antiques and objects of art.

TO one familiar with the glorious antiquities of Belgium and Northern France there is something infinitely pathetic about war's utter destruction of the beautiful old cathedrals, churches and public buildings. Hundreds of edifices that were a priceless inheritance from past ages have been, or are now being, pounded to dust.

Italian Schools. Most of these were destroyed in the various bombardments, but a few were saved by heroic civic officials of Ypres during the first bombardment (November, 1914), who managed to rescue some of the paintings and books. Since its erection the flags of practically every nation of Europe have flown from its

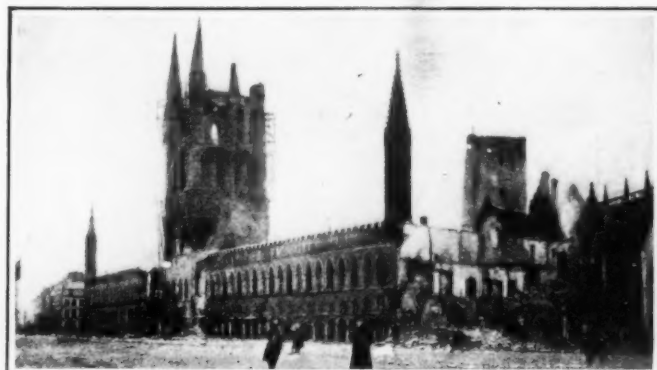


AFTER THE FIRST BOMBARDMENT

This took place early in November, 1914, and the historic structure was badly damaged by shells and fire, without, however, losing its majesty of outline.

The fate of the Cloth Hall at Ypres is representative of what has been going on for more than a year and a half in one of the richest parts of Europe—richest in art heirlooms as well as in modern activities. It was my lot to watch the disintegration of the Cloth Hall under German shells, until it was a heap of battered fragments.

tower at one time and another. During the present war the troops of Belgium, Great Britain, France and Germany have at different periods rested within its walls. After passing through the vicissitudes of centuries of warfare it remained for modern guns to demolish the structure. Today there is nothing left of the building but a



ONLY THE WALLS AND TOWERS LEFT

The second bombardment, on November 22, 1914, battered parts of the walls to pieces and fire swept the structure from end to end, removing the roof. Since then intermittent shelling has reduced walls and towers to a formless mass of debris.

The Cloth Hall of Ypres was one of the most picturesque and celebrated buildings of Europe. Work was commenced upon it in 1330 and it was completed in 1380. It was the largest building of its kind in Western Europe and contained many beautiful frescoes, paintings and statues by the old masters of Flemish, Dutch, French and

small portion of the main tower and fragments of the walls. It will be impossible to restore it as there are no records left of its glory, except photographs like the above and a number of paintings. Even the ruins have departed, the stone and brickwork having been taken by the military for the purpose of building roads and trenches.

In answering advertisements please mention "Leslie's Weekly"



This Advertisement is all about **Comfort** in Suspenders

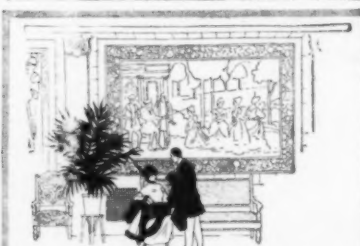
Three million wise men have found a suspender which is comfortable—which leaves their shoulders free for work or rest or play yet helps clothes fit and gives long, honest service.

You know the name:

**Shirley President Suspenders 50¢**

For eighteen years nationwide advertising has challenged you to join the army of men who know what comfort means. Join it now—you risk nothing, for every pair is guaranteed to give satisfaction or your money back—and you're the judge.

Remember: Shirley President means Suspender Comfort—Guaranteed. President Suspender Co. Shirley, Mass.



**The BILTMORE**

43rd and 44th Streets and Madison Avenue

The center of social life at **TEA TIME**

Ideally convenient for suburban dwellers



**\$99.00 Make Your Own Electric LIGHT 5¢ A DAY**

With this self starting, electric lighting plant you can have electric lights in your farm home, country estate, church, general store, summer cottage, club, or plantation at 5¢ or less per day. Compact, simple—wile can operate it, use electric irons, washers, cleaners as well as plenty of lamps day or night. Get lights three minutes after uncaring. Write your needs for lights in detail in a letter. NOT A POSTAL CARD to the **GRAY MOTOR CO., 321 Gray Motor Bldg., Detroit, Mich.**



**TYPEWRITERS ALL SIZES**

Prices \$15.00 up. SOLD or RENTED anywhere at 1/4 to 1/2 MANUFACTURERS' PRICE, allowing RENTAL TO APPLY ON PRICE. Free Trial—Installed payments if desired. Write for catalog 76. TYPEWRITER EMPORIUM, 34-36 W. Lake St., Chicago



## IS BRANDEIS FIT FOR THE BENCH?

(Continued from page 257)

Fifth—After organizing with others the United Shoe Machinery Company, in 1899, and serving the Company for years in the confidential capacities of counsel and director, during which period he helped frame the company's system of leases and defended the company and its leases against attack in the Massachusetts Legislature, Brandeis accepted a retainer from the enemies of the company, and put out an opinion denouncing as oppressive and unlawful the very leases which he had drawn, and in behalf of his new clients publicly attacked the company before Congress and in numerous addresses and magazine articles.

### THE WARREN CASE

Sixth—While counsel for Samuel D. Warren (Brandeis' former law partner) as trustee of the Warren estate, and for certain beneficiaries of the Warren estate, and for Samuel D. Warren individually and as member of a firm having large business dealings with the estate, Brandeis so far favored Samuel D. Warren's individual and firm interest, as against the interests of the estate and the beneficiaries, that Samuel D. Warren, who acted throughout in implicit reliance upon Brandeis' advice, was obliged to refund approximately \$1,750,000 to his relatives, who, though supposedly under the protection of Brandeis, as trustee had been kept in ignorance of what was going on.

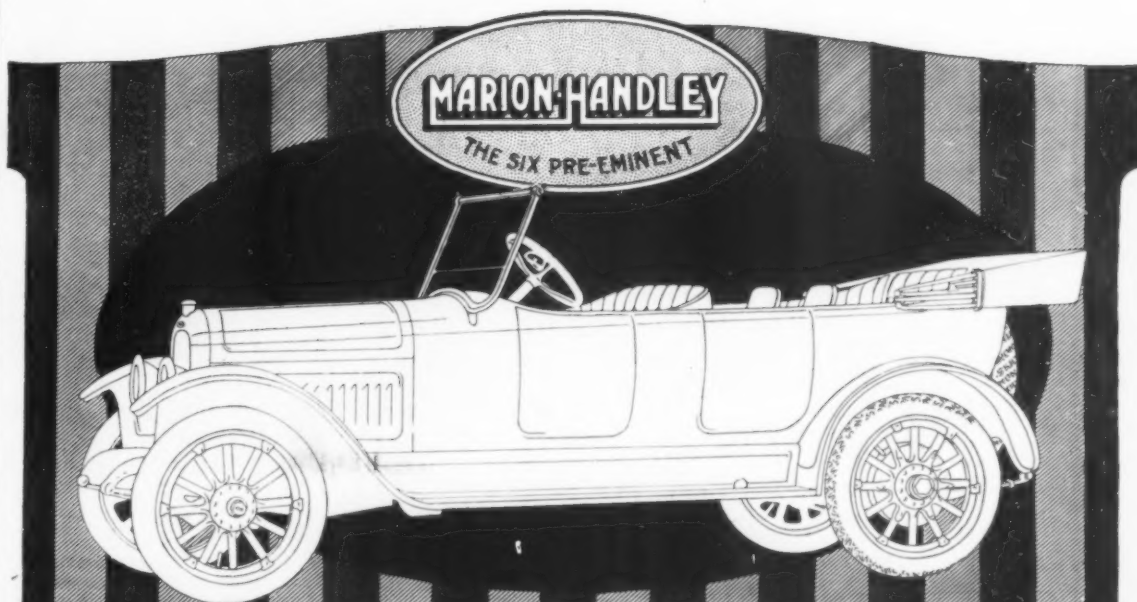
Seventh—In the Ballinger case, Brandeis represented himself to the Investigating Committee and to the public to be counsel for L. R. Glavis, an ex-official of the General Land Office, and for nobody else. In fact, Brandeis was employed throughout by a prominent publisher, who paid him for his services approximately \$30,000, and for his disbursements and expenses approximately \$20,000 more.

Eighth—In the character of a public-spirited citizen, Brandeis appeared before the Senate Committee on Interstate Commerce and attacked the United Shoe Machinery Company and its methods. Though his remarks occupied three hearings, he failed to disclose to the Committee that he was then under retainer as counsel for the Shoe Manufacturers' Alliance, the purpose of which was "to secure a change in the methods now pursued by the United Shoe Machinery Company." Not until this fact was brought to the attention of the Committee in a letter from the president of the company did Brandeis admit that he had acted as counsel for the Shoe Manufacturers' Alliance.

### MADE DAMAGING ADMISSION

Ninth—In the Five Per Cent. Rate Case—according to Clifford Thorne, chairman of the State Board of Railroad Commissioners of Iowa, who represented in the case eight Western States and several large associations of shippers, Brandeis sought and obtained the confidence of the shippers' counsel upon his representations that he and they should make no admission regarding the financial need of the railroads. Having obtained by these means the real, if not the nominal character of spokesman for the shipping public, he proceeded, at the very close of the case, and without warning to the shippers' counsel, to make the very admission which he and they had agreed should never be made. This admission, according to Thorne, gave away the chief point in a contest involving approximately \$100,000,000 a year. Thomas C. Spelling, counsel for one of the shipping associations, supports Thorne's charge with further particulars and declares that Brandeis' admission nullified the rule regarding "burden of proof" which Congress had just previously enacted into law for the express protection of the shipping public.

This is an outline of the charges and the Senate Committee can be depended upon to sift them to a fair conclusion. Its disposition seems favorable to Mr. Brandeis.



## Seven Passenger—Six Cylinder—\$1185

*They said we couldn't do it—but we did*

When just one year ago I expressed a determination to build a seven-passenger, six-cylinder automobile—light in weight, economical in gasoline and tires, with plenty of room and—

All those detail refinements associated with highest priced cars, yet—

Stocky, sturdy, finely upholstered in real leather, easy riding, and—

Sell this car at \$1185, they said—"It can't be done."

*They said:* "It is foolish to think of building a roomy, thoroughly comfortable seven passenger car on a 120-inch Wheelbase."

*They said:* "You can't use 100% thrust genuine annular ball bearings in the front wheels."

*They said:* "You can't use genuine imported Sheffield steel springs."

*They said:* "You can't use an axle as sturdy and as expensively built as those being used on the other cars selling at from two to four hundred dollars more."

*They said:* "You can't build a thoroughly comfortable and roomy seven-passenger six and keep the weight down under 2700 lbs."

*They said:* "You can't hand paint the car, using twenty coats of paint and the finest finish varnish."

*They said:* "You can't use the genuine long grain bright finish leather."

*They said:* "You can't build into a car, at this price, all of the style and snap-piness demanded by the purchasers of high grade seven-passenger cars."

And they kept on coining "can'ts" and shooting them at me until they had me wavering for a moment.

But I believed it could be done, and I finally found, one by one, a corps of men of wide experience and proven strength in the doing of things that are hard to do, who believed with me that it could be done.

And when we all agreed unanimously that it could be done we took off our coats, rolled up our sleeves and said: "We'll do it."

And now, after just one year, by infinite attention to even the smallest detail—

By the utilization of every inch and fractional inch of space—

By the most careful and scientific balancing of every part and unit—

By the most thorough search of the world's markets for the best materials of the lightest weight—

And above all, with the one fixed purpose in mind that it can be done—must be done—will be done—we have done it. The car is a revelation of what can be done when a group of capable workers set their hearts to a task with unswerving courage and determination.

J. I. HANDLEY, Pres.

*Our Full 1916 Line of Sixes Exclusively*

MARION SIX  
Five-Passenger Touring, \$1090  
Five-Passenger Sedan, \$1190

MARION-HANDLEY  
Seven-Passenger Touring, \$1185  
Four-Passenger Roadster, \$1185

*Write for particulars and name of nearest dealer*

THE MUTUAL MOTORS COMPANY

Jackson, Michigan

Your friends can  
buy anything you can  
give them—except  
your photograph.

*There's a photographer in your town.*  
Eastman Kodak Co., Rochester, N. Y.



**Housewives Save \$1.40 on this 10½-inch Solid Aluminum Greaseless Griddle, given for Karo Labels and 85 cents in Cash**

**A**MERICA is the land of cakes. Karo is the national syrup because it is the best liked syrup from ocean to ocean. Everybody likes Karo on wheat cakes, buckwheats, corn cakes and all the rest of the tempting cakes that come hot off the griddle.

We are anxious to have all users of Karo, the famous spread for bread, griddle cakes and waffles, serve it on the most deliciously baked cakes that can be made. Therefore we aim to place, at great expense, the Karo greaseless aluminum griddle in every American home.

Send today 85 cents in stamps or money order and labels from 50 cents' worth of Karo and we will send at once by Parcel Post prepaid, the Karo aluminum griddle. Without doubt, the Karo Griddle bakes the finest griddle cakes in the world—that is why we are making this special offer. We want every user of Karo to share in the opportunity.

This Aluminum griddle is the easiest to keep clean and bright on both sides. Cannot rust. Needs no grease—therefore no smoke. Heats evenly all over—every cake evenly baked.

Housewives all over the country are sending for the *Corn Products Cook Book*, beautifully illustrated in colors. They make daily use of the Karo recipes for home candy making, preserving and cooking. Free on request.

Get the Karo at your grocer's today. Order one half dozen or a dozen cans. Send for the griddle at once. Thousands have already received theirs!

**Corn Products Refining Company**

Dept. T New York P. O. Box 161



#### IN PICTURESQUE NEW ORLEANS

An old courtyard in the French Quarter of New Orleans. Thousands of tourists journey to the Crescent City each year to participate in the Mardi Gras. After the carnival they enjoy visiting the old French Quarter, the Jesuit Monastery, the ancient fort and old custom house, the slave market, the site of the stronghold of the Lafitte Brothers, one-time pirates pardoned for assistance rendered General Jackson at the battle of New Orleans, the Cabildo and many other spots associated with the early history of the city. The Mardi Gras is the greatest festival in the world, and those who have once participated in the festivities generally return to enjoy its pleasures again. Equable climate, good hotels, plenty to see and do, excellent railroad and steamship facilities from all parts of the country combine to make New Orleans one of our popular winter resorts.

## LESLIE'S TRAVEL BUREAU

**EDITOR'S NOTE**—This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

### OH, YOU NEW ORLEANS!

The Northern days are bitter,—  
So let us Southward flit,—  
(Oh, you New Orleans!)  
To where the breeze is gentle,  
A trip transcontinental,—  
Expense quite incidental,—  
(Oh, you New Orleans!)

The Northern nights are freezing,—  
But Southern nights are pleasing,—  
(Oh, you New Orleans!)  
The maids are wondrous dashing,  
With eyes forever flashing,  
Come, let us go a-mashing,—  
(Oh, you New Orleans!)

The Northern life is wearing,—  
The South is nerve-repairing,—  
(Oh, you New Orleans!)  
My theme in brief I'm summing,  
Into your souls now drumming,  
The Mardi Gras is coming,—  
(Oh, you New Orleans!)

—HAROLD SUSMAN.

### COURTESY AND THE TRAVELER

**O**NE can paraphrase the old, familiar adage and say, with truth, that "courtesy is its own reward." It always pays to be polite. Nowhere is courtesy more appreciated or needed than in the world of travel. Railroad and steamship lines should make "courtesy" as familiar a watchword as "safety." Some of the leading roads have already inaugurated vigorous courtesy campaigns by distributing pamphlets on the subject, by displaying posters in conspicuous places and giving talks to their employees on the value of the soft word and kind act.

The traveler looks for courteous treatment from the ticket agent, the conductor, the porter and other attendants one meets in a journey. Usually he finds it, though of course there are exceptions. A station agent who helped a busy lawyer locate a client in a small town was promoted for his act when it was reported, attendants of the ill and feeble have been courteously assisted by train men, who have been remembered for it later, conductors have paid the fares of stranded passengers and their courtesy was not forgotten. I know of two cases where railroad trains have been held up and schedules disregarded while the stork paid an unexpected visit to a frightened woman traveler. Too often courtesies are overlooked and complaints are made too readily. Many letters are received complaining of inattention when traveling. One of the interesting ones, strong in individuality, comes from a lady who had a delightful trip from Seattle to St. Paul, but who said "there was one fly in the ointment." We quote her words:

"When we left Everett I noticed a remarkable snow-capped mountain and was eager to know its name. I asked the conductor, but he gruffly replied that he did not know. Then I applied to the Pullman porter and he immediately brought me some booklets with illustrations that gave me the desired information. I wonder why conductors are not more uniformly

polite? The conductor in question was the only employee connected with the road who seemed to have a 'grouch.' He may have had his troubles, but ought not one of the qualifications for conductors to be their affability? I say this because I find this quality so often lacking in the conductor who takes your ticket in this country. It is very different abroad. Whoever heard a conductor in the United States say 'Thank you'? Whoever failed to hear it from a conductor on a train in Europe?"

Another correspondent complains of inattention and lack of knowledge on the part of the attendants at the information bureaus at the big railroad terminals. These inadvertencies can most always be attributed to the carelessness or inefficiency of employees rather than to the railroads, which seek to be informed of any inattention and take effective steps to avoid a repetition of the offense. Some recent complaints of one of my readers were transmitted by me to the Pullman Company and their reply will be interesting, showing, as it does, how every effort is being made to please the traveling public:

"The criticism of your contributor as to the height of the towel racks and hooks is being looked into to see if it is possible to improve this condition. It will be impossible to make the hooks in the body of the sleeping cars lower on account of the berth clearance, but it may be possible to make them lower in the toilet rooms. The push button system for getting water has been abandoned in favor of levers, but there are so many cars with the push buttons that these will be in service for a long time to come. As to the complaint about the doors. It is very difficult to get a substantial steel door that is not heavy, and further it is necessary to have a strong closing spring to keep the door from blowing open when not properly closed. This is a fault which will be hard to rectify. It may be of interest to know that we have a Committee

(Continued on page 265)



## Better Cigars for Less Money

My rare Havanas—unpurchasable in any store—cost you half what they should because you and I deal together personally. The dealer's profit goes to you.

Yet you get that same delightful cigar I myself have smoked for over 40 years. Today 16,000 discriminating smokers say I am a full-fledged connoisseur.

### I'm Hard to Please

This business was started by my friends who used to depend on me to divide up my private stock. The circle grew. Before long I kept a friend in Cuba busy selecting only the finest tobacco.

Today I command the choicest plants grown in the mountainous Vuelta district—noted for its most expensive tobacco. I sold over 2,000,000 cigars last year.

Since I pay no salesmen's salaries or expenses, I can afford to sell my private monogram J. R. W. brand for \$5.00 per hundred, \$2.60 for 50; charges prepaid. That's not far from cost.

### Decide for Yourself

Once you smoke a few of my cigars—so mild and sweet—you'll want more. Not because you save 30% to 50%, but because they measure up to your most critical standards. Because they are all uniformly enjoyable.

**First Five Given!**  
Just to convince you that you cannot duplicate these cigars for twice the cost—smoke five for twice the expense. Merely send 10c for packing, postage and return, with your letterhead, business card or reference.

J. ROGERS WARNER

117 Lockwood Bldg. Buffalo N. Y.



## THE TURKOMAN BY BOARDMAN ROBINSON

THE Turkoman comes from the Turkistan—beyond the Caspian, away over in Asia, and he probably looks and dresses just as he did when the "Golden Horde" swept over Eastern Russia some 700 years ago.

I edged in among a camp of them, down in Bessarabia while sketching along the Russian battle front, where they were squatting on the ground or tirelessly polishing the handsome coats of their Arab horses tied at safe distances from each other. Fascinated by their rich costumes, gigantic busbies and engraved and jeweled arms, I began to sketch. I had scarcely made a stroke when an enormous mahogany-colored warrior, who previously had seemed to pay no attention to me, leaped to his feet with his hand at his vicious looking dagger, and began to pull at my arm and utter very ominous and unpleasant sounds. I protested in my best English that what I was doing could harm no one, when two more of the highly colored rascals, both dangerously well armed, it seemed to me, bore down on me and the three of them prodded me, protesting, away. Fortunately, we ran into their colonel down the road. He knew who I was and with his only arm, warned his zealous minions away and apologized, at the same time telling them that I was to be allowed to sketch. So I returned to camp with my late captors who insisted by signs that I draw their portraits. The entire troop wanted to be drawn then and I made a large number of simplified sketches which were regarded critically and passed about and kept.

## TRAVEL BUREAU

(Continued from page 264)

on Standards which is at work constantly to improve our cars in every possible way. I think that you will agree with me that we have done much in the last few years and I hope we will be able to do much more in the future."

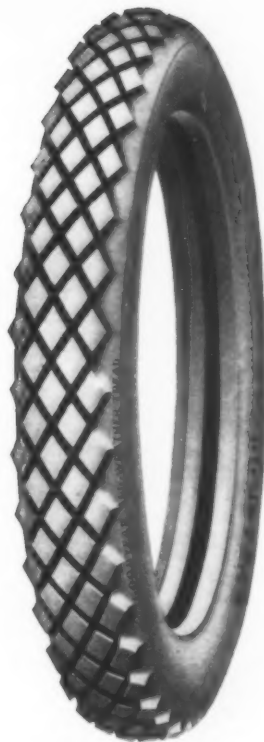
I agree with the Pullman Company, and with the knowledge of traveling conditions abroad and at home, and after having seen "America First" pretty thoroughly, I must acknowledge that the dining car service, the sleepers and facilities generally on our trains and steamers are ahead of those of any other country. But it is true that the employees of our railroads are not as polite as they are abroad, excepting perhaps the porters, who do not regard their service as beneath them and are therefore willing to do their best to make every passenger comfortable. Of course they receive tips, but conductors would not accept them. One never found a conductor on a foreign train who was above accepting a gratuity. Considering the low wages they receive perhaps they should be pardoned.

On the other hand, too frequently the traveler is apt to be discourteous when hurried or worried and often complains with little cause and is unappreciative of many small attentions. A pleasant "Thank you," and a genial smile can be as readily appreciated by the railroad or steamship attendant as by the traveler himself.

G. W. R., Fort Atkinson, Wis.: I doubt if anyone can give you definite information about a six weeks' tour of the countries in Europe now at war. There are no regular train schedules and rate sheets available. Unless you can give some very legitimate reason for touring those countries, the government will not issue a passport. Regulations are getting stricter every day.

J. L., Cleveland, Ohio: Nearly all the large eastern lines have special winter rates to points south, which include New Orleans during the Mardi Gras season. All the principal tourist agencies and many of the smaller ones are making special tours to the Carnival, which takes place the first week in March. Round-trip rate Cleveland to New Orleans via Cincinnati and Louisville, \$44.89. Booklet mailed.

L. C. B., Augusta, Ga.: Bermuda is reached by steamer from New York only. Sailings three times a week. Rates from \$25 up for the round trip, including meals and berth. United States alien tax, \$3 additional. Passports are necessary, as Bermuda is a British possession. American currency is accepted throughout the islands at face value. Am mailing guide book issued by the Bermuda Trade Development Board, full of interesting information for the tourist. It contains a complete list of hotels, boarding houses and rates.



# Every 3rd New Car a Goodyear Car

**S**IXTY well-known motor car manufacturers specify Goodyear as the regular tire equipment on their product. More than half of them ship all their cars with Goodyear Tires.

Of the remainder, none uses Goodyear on less than 20 per cent of his output; and most of them on 50 per cent or more. Included in this list of 60 are the leading motor car manufacturers of America.

Their cars sell all the way from the lowest prices up to the \$5,000 mark.

The combined production of these 60 manufacturers totals three-quarters of a million motor cars annually, their tire buying amounts to millions of dollars yearly.

Their preference for Goodyear Tires is so marked that one out of every three cars manufactured this season will be Goodyear equipped.

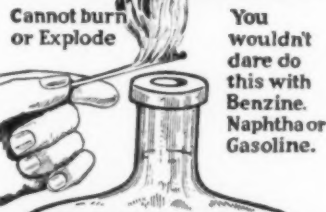
Though many tire manufacturers compete for this business, Goodyear occupies the unique position of furnishing the tires for one-third of all the cars scheduled for production during 1916. Now the truth of the matter is, that these motor car manufacturers could "save" money by selecting one of many other tires. But their deliberate and combined judgment is that they will do better by themselves, and for the public, by paying more money for Goodyears.

What else can this mean except that motor car manufacturers have found, and that individual tire buyers have found, that the last cost of Goodyear Tires is less?

# GOODYEAR AKRON TIRES

Easy to get from Goodyear Service Station Dealers everywhere

## Fire Prevention



For Safety's Sake—Demand  
**CARBONA**  
Cleaning Fluid

Removes Grease Spots Instantly without injury to fabric or color. Better than dangerous Benzine, Naphtha and Gasoline. For all Cleaning Purposes. 15¢ 25¢ 50¢ & 1.00 SIZE BOTTLES. For Sale at all Drug Stores.

## THE KEY TO THE GOLDEN SOUTH

Six trains daily to America's most famous spring resorts. A swift, attractive and convenient service providing every comfort and luxury. There is no more ideal or practical way to reach the delightful Southland than over the

## SOUTHERN RAILWAY

Premier Carrier of the South

Six trains every twenty-four hours from New York open the gates to spring places within immediate access such noted vacation spots as Asheville, Augusta, Aiken, Tryon, Hendersonville, Brevard, Hot Springs, N.C., Birmingham, Columbia, Chattanooga, Atlanta, Memphis, New Orleans, Mobile, etc., and the California resorts.

For information

NEW YORK OFFICE 264 FIFTH AVENUE  
ALEX. S. THWEATT, Eastern Passenger Agent

## What Standardization Means to Automobile Buyers

**I**T means VALUE—the utmost in efficiency per dollar of cost. Just to the extent that a car is standardized does the buyer's dollar approach the maximum of purchasing power.

Standardization means definite, proved quality, known manufacturing costs and reduced selling costs.

Of the million autos that will be sold in 1916, 75% will be standardized cars selling for less than \$1000.00 each. This remarkable American achievement is the result of standardizing motors, starters, carburetors, speedometers, ignition and lighting systems, transmissions, differentials, tires, wheels, axles, rims, bearings, etc.

Finally the upholstery has been standardized by the almost universal adoption of



**MOTOR QUALITY**

40% of all 1915 cars sold were upholstered in this proved, guaranteed material, and in 1916 the total will be nearly 60%.

Fabrikoid is the only standardized automobile upholstery. It wears better than coated splits (commonly sold as "genuine leather") and has the artistic appearance and luxurious comfort of the best leather.

To get the most for your money, buy a standardized car.

**Du Pont Fabrikoid Company, Wilmington, Del.**

**Factory, Newburgh, N. Y.**

CANADIAN FACTORY AND OFFICE, TORONTO

**Raynite Fabrikoid** top material, single or double texture, is guaranteed one year against leaking, but built to last the life of the car.

**Craftsman Fabrikoid**, the artistic and durable upholstery material for furniture and home decoration, is sold by the yard in leading department stores.



### What Muriel Learned for \$2

*How a Little Bird Revealed 1,000 Secrets to Her*

**M**URIEL is a this year's debutante. You can see that for yourself by looking at the clever sketch which our artist has drawn of her. She can usually find her way home in the dark. She needs no Baedeker, or pocket compass, or tufted homing pigeon to show her

**Tear Off This Coupon!**

VANITY FAIR, 449 Fourth Ave., New York City.  
Please enter my subscription to VANITY FAIR for the rest of 1916, beginning with the current issue, at the special \$2 rate offered to readers of this magazine. Mail me the current issue at once. I enclose the \$2 herewith (OR) I will remit \$2 on receipt of your bill the first of the month.

Name.....

Address.....

Les. 3-2-16

the way to the opera, to Sherry's, to the best music, the prettiest frocks, the newest motors, the most amusing costume balls, and the most sinister cabarets. New York is her oyster. Observe her sunny smile, her wayward curls, her bold, bright eyes. The red wheels of the hansoms on Fifth Avenue are not more bright than her carmine lips. The gleaming façade of St. Patrick's Cathedral is not more white than is her pretty, powdered nose. Muriel is, in short, an eight-cylinder girl.

#### Five of the 1,000 Secrets

- 1 How many quarts of champagne 400 men will drink at a fancy dress dance at Sherry's.
- 2 How to enter an opera box without embarrassment, and leave it without stumbling.
- 3 How, at a Broadway cabaret, to tell a lady from a chorus girl.
- 4 What scrapes the Freudian theory of dreams can get a good girl into.
- 5 How to get into the Domino room at Bustanoby's after three A. M.

**B**UT, reader, perhaps you will ask: "Who is Muriel's little Bird?"

Well, that's an easy one. The little bird is only a symbol. Its real name is Vanity Fair—a magazine published monthly at 25 cents a copy or \$3 a year. It is a mirror of American life, original and picturesque; informal, personal, intimate, frivolous, unconventional, but with a point of view at once wholesome, stimulating and refreshing.

Take the cream of your favorite magazines of the theatre, sports, books and art. Add the sprightly qualities of such publications as *The Sketch*, *The Tatler* and *La Vie Parisienne* with something of Broadway and Fifth Avenue—all within beautiful color covers—and you have a general idea of Vanity Fair.

And, best of all, a very special introductory offer places this big, breezy journal of unalloyed joyousness on your reading table for the rest of 1916—nearly a full year—for only \$2.

## BELGIUM THE KEYSTONE

BY MARTIN MARSHALL

**A**MONG the many curious speculations as to the probability of an early end to the European war none are more interesting than that which contemplates the making of a separate peace between Belgium and Germany. Vague, unofficial hints have been thrown out that Berlin would gladly evacuate Belgium, return the war levies wrung from the unhappy Belgians and even contribute something toward the restoration of the ruined towns, if Belgium would only guarantee that her territory would remain neutral and that the French and British would not be allowed to attack Germany through Belgium.

These reports are confirmed by the action of the allied governments in renewing their pledge to restore Belgium to its former political and economic independence. Notification was given to the government of Belgium at the war capital, Havre, by the representatives of Russia, Great Britain, and France, while Italy and Japan, who were not signatories to the treaty guaranteeing the independence and neutrality of Belgium gave assent. This is King Albert's reward for refusing to entertain the German offer of a separate peace. At the same time a report comes from Washington that Germany will hereafter conduct a defensive war and not attempt any further territorial conquests.

It cannot be denied that a separate peace at this time would be favorable to Belgium from a material standpoint. It also would help Germany in a military way by shortening her lines on the western front and releasing perhaps half a million men for use elsewhere. Correspondingly it would be a detriment to the Allies by eliminating the most vulnerable part of Germany's lines and withdrawing about 120,000 Belgians veterans from the Allies' forces. It would make the much-talked-of decisive action on the western front extremely improbable. It would give back to France most of her conquered territory and would remove the menace against Great Britain of the Belgian seaports in the hands of a powerful rival. It would take away Great Britain's leading pretext for entering the war and might open the way for that country and France to make peace with Germany.

#### GERMANY VS. BRITAIN

Those who predict such an outcome must, however, not forget that the neutrality of Belgium was only the pretext for Great Britain's intervention. The war is really and primarily between Germany and Britain and its cause is economic. Great Britain doesn't want peace until her enemy is crippled, and Germany wants to hurt Britain as much as possible before the end of the conflict. It would be a great diplomatic triumph for Berlin to detach one or more of Britain's allies—but London will not allow Belgium to quit the Allies. It is even conceivable that if Belgium did make a separate peace England and France would attack Germany through her territory on the ground that she had been a traitor to her obligations and deserved no consideration.

The Vatican is making every effort to get in touch with the governments of the warring nations with the intention of proposing peace when the right moment arrives. Austria and Belgium are the two countries of Europe most dear to the pope, and the recent visit of Cardinal Mercier, of Belgium, to Rome undoubtedly had to do with suggestions of peace. That the cardinal's attitude was not satisfactory to Germany is indicated by the attacks the German newspapers have made upon him recently. They charge him with being an agitator, saying that he incites his people against their conquerors. The pope is also concerned about the fate of Austria, the fact being that that country is nearing total exhaustion.

Not much is heard about a separate peace between Germany and Russia. That was a favorite theme of speculation a few months ago, but the evidences that Russia is coming back after her series of defeats last summer is so pronounced that the German General Staff must be anxious about the spring campaign in the east. Russia is said to have 6,000,000 men in training and expects to have them all by spring. One American firm is making 2,000,000 rifles for the Russian government.



**SMASHED BY SHELLS**

The ruins of a modern concrete fort after a few high explosives had fallen on it.

#### TURKEY CAN'T QUIT

Rumors that Turkey and Bulgaria are wearying of war come from London and do not deserve much credence—that is, so far as the governments of those countries are concerned. Having cast their lots with the Central empires and being of no particular use to the Allies as independent states they can hope for nothing unless their side is victorious. It is impossible for them to get out now. Rumania is showing signs of restlessness as spring approaches, but, unless Russia wins something approaching a decisive success, will doubtless be able to restrain her desire to join in the struggle.

What report to President Wilson Colonel House will make when he returns from Europe is a deep and mysterious secret; but it is no secret that one of the subjects he will report on is the probable reception of an offer of mediation from the President. Germany, having the best of the situation at present and seeing her enemies growing in strength, might be kindly disposed; but Great Britain, France and Russia give no indication of being in a mood to listen to anything but terms of their own making, which would doubtless be too drastic for the Central empires to consider.

No official or inspired reports from these governments indicate what terms they might propose. In private circles it is talked that Germany's sea power must be restricted and that Belgium's independence must be restored and the nation indemnified for the damage done it. What the Allies hope to do with Turkey and Bulgaria is probably not clear to themselves at this time. Serbia, of course, must be rehabilitated if they have their way. A lot of problems remain to be settled and the settlement depends upon which side wins.





### Make This Your Business at \$3,000 per Year

**Repairing and Retreading Automobile Tires.** There isn't a business you could get into that offers such sure possibilities of success and fortune. One man and a Haywood Tire Repair Plant can make \$250 a month and more. Scores already have done it and this year there is a greater demand than ever for tire repair work.

#### "15 Million Tires to Repair"

That's not a myth nor some man's dream. It's an actual fact. Tire factories everywhere are building new buildings—enlarging their plants for the biggest period of prosperity in the automobile business. 15 million tires will be manufactured and every one will need repairing.

#### No Experience Necessary

No previous training, no apprenticeship, is required to enter this business—not even the faintest knowledge of tires. If you have a little mechanical turn of mind, you can quickly become an expert. We teach everything. You learn in a week. Handle all kinds of jobs—figure prices at big cash profits. Nothing is easier to master completely.

#### A Rich Opportunity

Await ambitious men everywhere. No city too large—no town too small—everywhere the same opportunity exists. A moderate investment starts you. Get one machine and build the business from there. Business comes easy. We show how to get it. You grow and grow. You're soon a Real Manufacturer—A Success—a mighty big factor in your community.

#### Write for the Facts

**INVESTIGATE.** Send the coupon below, a letter or postal. This brings full information—and a big interesting catalog. Tells all about tires and how to repair them. Shows how to make money—before independent. Do this today—NOW—before you forget it.

**Haywood Tire & Equipment Company**  
1095 Capitol Ave. Indianapolis, Ind.

### FREE CATALOG COUPON

Haywood Tire & Equipment Co.  
1095 Capitol Ave. Indianapolis, Ind.

Gentlemen: Please send me your catalog, details and plans for starting ambitious men in the tire repair business.

Name .....

Address .....

**Health, Looks, Comfort**

Wear this scientifically constructed health belt, endorsed by physicians and surgeons. A light but durable support for the abdomen which greatly relieves the strain on the abdominal muscles. Recommended for obesity, lumbago, constipation, spinal deformities, floating kidney and all weaknesses in the abdominal region.

**THE "WONDER" HEALTH BELT**

WITH

Releases the tension on the internal ligaments and causes the internal organs to resume their proper positions and perform their functions in a normal, healthy way. Easy to adjust—a great comfort to the wearer. For men, women and children.

Write for descriptive folder or send \$2 for the belt on money-back guarantee. In ordering, send normal measure of your waist.

**THE WEIL HEALTH BELT CO.**  
32 Elm Street, New Haven, Conn.  
DRUGGISTS: Write for proposition and full particulars.

WITHOUT

**600 Shaves From One Blade**

Yes, and more. That's the record of many men who shave themselves. Old blades made sharper than new—in 10 seconds with safety razors. Quick, velvety shave for life with the wonderful, new

**Rotastrop**

Just drop blade in, turn handle. Nothing to get out of order. Razor and give you a new blade. Just like a barber strokes a razor.

**10 Days Free Trial**—write for booklet. Send name of nearest dealer and state make of razor.

**Durke Mfg. Co., Dept. 2418 Dayton, O.**

**LAW STUDY AT HOME BECOME AN LL.B.**

The only correspondence law school in U.S., conferring Degree of Bachelor of Laws (LL.B.) by correspondence. Only law school in U.S. conducting standard resident school and giving same instruction. We teach over 450 classroom lectures. Faculty of over 30 prominent lawyers. Guarantee to prepare graduates to pass bar examination. Only law school giving Complete Course in Oratory and Public Speaking. Highly endorsed and recommended by Bar, Bench, Business Men, Rotted Lawyers and Students. Only institution in U.S. to teach in this world. Send today for Large Handsomely Illustrated Prospectus. Special courses for Business Men and Bankers.

**HAMILTON COLLEGE OF LAW, 455 Advertising Bldg., Chicago, Ill.**

## LIFE INSURANCE SUGGESTIONS

I HAVE frequently recommended to my readers the expediency of supplementing regular life insurance with accident insurance. Both these kinds of insurance, I have suggested, are necessary for full protection. Recent statistics emphasize the soundness of this advice. It is stated that ten per cent. of all deaths are due to accidents and that the percentage is increasing with the growing congestion of the streets of our cities and the diversifying of occupations. Of the policyholders in accident companies, one out of every eight is disabled by injury annually, which indicates that every man is liable to suffer accident once in eight years. One insurance company in 1914 paid benefits to 114 persons struck by autos; 584 who slipped on ice or wet pavement; 109 whose eyes were injured by foreign particles; 612 who had falls on uneven ground and curbing, and 194 who fell over objects on the ground. Figures like these readily convince one of the need of an accident policy. The cost of accident insurance is so low that the average insurant would not find it burdensome. Many men have combined the two kinds of insurance with beneficial results to themselves or their families. Wage-earners have an especial interest in accident insurance, for when they are injured while away from their workshops their wages usually stop, and if they are uninsured against accidents they have to use their savings for payment of doctor bills and the family support. If, however, they have taken out accident policies, they receive indemnities which go far to relieve their financial condition. And in case of death by accident the dependents are awarded sums exceedingly generous in comparison with the premiums paid.

M., Carrollton, Ga.: The Columbian National Life Ins. Co. of Boston is flourishing, with large assets and reserves.

G., Philadelphia, Pa.: The Pension Mutual Life Insurance Company of Pittsburgh was organized in 1912. It makes a fair showing.

E. A. C., Lewistown, Mont.: The Montana Life Ins. Co. has been in business only six years, not long enough for endowment policies to mature. Its reports show growth.

W., Buffalo, N. Y.: Very interesting booklets on Health and Accident Insurance can be had by writing to the Hartford Fire Insurance Co., Service Dept. L-1, 125 Trumbull St., Hartford, Conn. Cost of this insurance is so low every one can afford it.

H., Rawlins, Wyo.: The Postal Life employs no agents, which enables it to do business at lower cost. It is an old-line company under state supervision, and its policies are well regarded. Take out a straight life, a 20-payment life, or an endowment policy according to your means.

T., Santa Cruz, Cal.: The Bankers Life of Des Moines was formerly an assessment company, but is now level premium. You apparently took out an assessment policy and the agents desire you to take out a level premium one. The advice is good, for under the assessment system the premium rates, as the policy holders grow older, become excessive.

Sick Benefit, Toledo, Ohio: Accident insurance costs much less than life insurance. The cheapest policies range as low as a few cents a week. Policies that cover illness and pay you \$25 a week for a whole year if you are sick, cost you a little more than \$1 a week. Everybody should carry some kind of an accident policy in these days when accidents are so common, and a disability policy in case of sickness is a very handy thing to have in the house. You can get particulars about accident and disability insurance by stating your name, age and occupation and writing to Drawer No. 1341, Aetna Life Insurance Co., Hartford, Conn.

Thrift, Portland, Me.: A policy which especially commends itself to those who desire to provide for their own future as well as for their dependents, in case of death, is the Monthly Income Policy of the Prudential Company. This is not an expensive policy and its attractive novelty is that it provides a regular monthly income for from five to twenty years for the person who takes it out and an immediate income for his beneficiaries in case of his death. This is a very popular policy with those who are anxious to get the benefit of life insurance while they live. Write to the Prudential Insurance Company, Dept. 67, Newark, N. J., stating your age and occupation and ask for information in reference to the "Monthly Income Policy."

HERMIT

### A FAMILY BALL TEAM

He—There are nine members of my family, and we are just like a baseball team.

She—What position does your father play?

He—Father is the pitcher—the other eight support him.

She—And your mother?

He—She's the catcher. Whenever anything happens, mother always catches it.

She—What a queer family—just like a ball team!

He—Yes; we live on a farm, and my brothers play in the outfield.

—Judge.

# THE EQUITABLE

LIFE ASSURANCE SOCIETY OF THE U. S.

120 BROADWAY, NEW YORK

The 56th Annual Report of the Society, which will be sent to any address on application, shows:

NEW INSURANCE PAID FOR IN 1915. \$ 158,456,612

(The maximum which the Society was permitted to write in that year under the Insurance Law of the State of New York.)

#### OUTSTANDING INSURANCE,

DEC. 31, 1915. \$1,529,886,053

ADMITTED ASSETS, DEC. 31, 1915. \$546,961,912

#### GENERAL INSURANCE

RESERVE. \$448,826,331

OTHER LIABILITIES. 10,079,766 \$458,906,097

#### SURPLUS RESERVES:

For Distribution to Policyholders in 1916. \$13,573,499

Held awaiting apportionment upon deferred dividend policies. 63,910,551

For contingencies. 10,571,765 \$ 88,055,815

RECEIPTS FROM PREMIUMS IN 1915. \$ 56,015,862

RECEIPTS FROM INVESTMENTS. \$ 24,899,405

TOTAL INCOME FROM ALL SOURCES. \$ 83,290,810

PAYMENTS TO POLICYHOLDERS. \$ 58,371,388

During the year the Society invested \$27,888,067 at an average yield of 5.06%.

The Annual Report contains the Financial Statement, verified by Certified Public Accountants, schedules of investments, and full details regarding the substantial advances made during the year.

It also describes a variety of new policies including one under which the Equitable will pay an income for life to the person insured if he should become totally and permanently disabled, as well as an income for life to the beneficiary after his death.

Of the death claims paid in the United States and Canada, over 98% were settled within twenty-four hours after receipt of due proof of death.

*H. A. Day*  
President.

Approved by  
Harvey W.  
Wiley, Di-  
rector of  
Good House-  
keeping, Bu-  
reau of Foods,  
Sanitation  
and Health.

## Splitting Headaches— For No Reason At All

**T**HESE puzzling headaches are due frequently to intestinal absorption of toxic substances (auto-intoxication) without apparent constipation.

Nujol is particularly valuable in such cases, because it has the property of absorbing and removing intestinal toxins, besides giving safe and effective relief in most cases of periodic and chronic constipation.

Nujol is not a purge nor a laxative. It acts in effect as a mechanical lubricant. It prevents the intestinal contents from becoming hard and so facilitates the normal process of evacuation.

Most druggists carry Nujol, which is sold only in pint bottles packed in cartons bearing the Nujol trademark. If your druggist does not carry Nujol, accept no substitute. We will send a pint bottle prepaid to any point in the United States on receipt of 75c.—money order or stamps.

Write for booklet, "The Rational Treatment of Constipation." Address Dept. 14.

**STANDARD OIL COMPANY**  
(New Jersey)  
Bayonne New Jersey

**Nujol**  
REG. U.S. PAT. OFF.

**DIAMONDS ON CREDIT**  
20% Down, 10% Per Month  
With every Diamond we give a written certificate guaranteeing it and agreeing to take it back any time at full price, in exchange for a larger stone. If your purchase is not better value than your dealer can furnish, return it and we will refund your money. Goods forwarded prepaid for examination. Write for latest catalog 77.  
**J. M. LYON & CO.,** Established 1843  
71-73 Nassau Street, New York

**10 Cents a Day**  
Pays for This Cornet  
An astounding offer! Only 10c a day buys this superb Triplex horn or Fluted Lyric Cornet. Free Trial before you decide to buy. Write for our offer.  
**WURLITZER** Free Band Catalog Write big 250-page Band Catalog. Rock-bottom, direct-from-manufacturer's prices on all kinds of instruments. Pay at rate of a few cents a day. Generous allowance for old instruments. Free trial. No obligation. Write today.  
The Wurlitzer Company, Dept. 2619, 4th St., Cincinnati, O., & Webster St., Chicago.



## Own Your Business—Make Two Profits

Be proprietor of big-paying Amusement Business, operating Ten Pinnet, "world's greatest bowling game." Also enjoy local salesman's commission. New, fascinating! Entirely automatic—no upkeep expense or pin boys—just someone to take in money. Everybody plays—men, women, children. Valuable premiums—we furnish coupons. Alleys 38 to 50 feet long. Installed in any room in half-day. Write today for catalog and agent's prices. See what you can make on small investment.

**THE TEN-PINET COMPANY, 36 Van Buren St., INDIANAPOLIS, IND.**

In answering advertisements please mention "Leslie's Weekly"

## AN UNDERGROUND CHURCH

BY F. W. ZINN

**EDITOR'S NOTE:**—This little sketch, from one of our highly esteemed photographers of the Great War, is of especial interest as showing how the French peasants cling to their homes even under the fire of the enemy. It is another of those curious side-lights on this terrible conflict that have such a fascination for all of us.

**I**N the past 18 months we have been in, probably, 200 different towns or villages, but the most peculiar of all was the little town of P—. It was less than 2,000 yards from the German lines, yet the civilians still live in the town, though not always in their houses. A steep-sided, horseshoe-shaped hill encloses the little valley in which the town lies, and the toe of the shoe is toward the German lines. Three-quarters of the way up the side of the ridge is an outcropping of limestone, in which are many natural caves. The houses are built just in front of the caves, and the latter are used as stables, wine cellars and granaries. The brow of the hill is the site of a second line trench, so that the caves are occupied by troops and artillery horses. The civilians, however, refuse to be crowded out.

We were in this sector only a week, but during that time the town was shelled every day, usually for half an hour between noon and four in the afternoon. At the sound of the first shell the troops and the women would all take to the caves and wait until the bombardment was over. More dangerous than the bombardments were the *balles perdues* or stray bullets that spattered into the town. The best cook that our company ever had fell victim to one of them.

This constant shelling had demolished the church, schoolhouse and many of the

services of the church, secure from both bullets and shells.

The remains of the furniture from the shattered church and school buildings had served to scantily furnish the cave. The unconcern with which the people of this village looked upon the ravages of war would have been a great surprise to me if I had not seen similar evidences of fortitude in so many other places.

I have seen, frequently, peasants tilling their fields not only within the sound of guns, but actually within range, and occasionally a shell would splash in the plowed ground, or drop among the growing corn. These folk cling to their homes because they love them and also because their hearts are strong. A more undaunted people would be hard to find. When it is necessary to remove them from farms or villages because of military necessities they go reluctantly, and protesting that they have no fear of the "Boche" shells. The women are as courageous as the men.

I have often seen them in villages that were under fire, scattering to their cellars at the falling of the first shell and coming back to the streets as soon as the fire stopped. In half a hundred more or less ruined towns the people are carrying on such business as they can in shattered buildings or temporary quarters. Many of the little shops would be without custom if it were not for



**AN AMERICAN HERO**

Edgar Bouigny, of New Orleans, a soldier in the French Foreign Legion, photographed in front of one of the cave entrances. Bouigny has been twice wounded, the second time seriously, and twice promoted, besides having been cited in the orders for distinguished conduct.



**ENTRANCES TO THE CAVES WHERE SCHOOL AND CHURCH ARE**  
In these rocky shelters the village children pursue their studies under the watchful eye of the school mistress, and there on Sundays the village priest reads the service of the church. Neither shells nor bullets can force the villagers to abandon their homes.

dwelling of the town, but the parish priest moved both church and school into one of the caves, and there the children learned their lessons on week days, and on Sundays gathered with their elders for

the soldiers, who spend freely the money that is sent them from home.

Truly the French are a great people, and worthy of the army they have created, and which has so ably defended them.

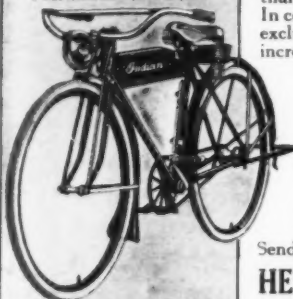




## Now There's An *Indian* For Everybody!



1916 Powerplus Indian—  
Four models—\$215 to \$275



1916 Indian Bicycle—11  
models, adult and juvenile  
—\$25 to \$40

THE enlargement of the Indian line offers the purchaser of any type of two wheeler more certified value and greater service protection than ever before.

To motorcyclists, it introduces a new standard of twin cylinder efficiency in the new Indian

### Powerplus Motor

Stock Powerplus motors develop 15 to 18 horsepower, dynamometer test, and roll 70 miles an hour without "tuning up."

Fewest parts in construction mean least wear; all enclosed moving parts mean cleanliness and silent generated power. Built-in endurance gives long life. Indian has 81 steel drop forgings throughout—more than any other motorcycle.

In comfort it is the "Pullman of Motorcycles." The exclusive Cradle Spring Frame absorbs road shocks, increases life of machine and tires.

1916 Indian Featherweight Motorcycle, 2½ h.p., 3 speed; \$150. Power and speed in modified form.

Then come the little brothers of the big Indian Motorcycle—

### Indian Bicycles

Clean, strong, graceful. Indian through and through. Same advanced style throughout as the famous Motorcycle. A full hundred cents worth of Indian value for every dollar you spend.

Send for handsome Motorcycle and Bicycle Catalogs.

**HENDEE MANUFACTURING CO.**

705 State Street, Springfield, Mass.  
(Largest Motorcycle Manufacturers in the World)

## A modern parable with a punch!

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**Collier's** <sup>5¢ a copy</sup>  
THE NATIONAL WEEKLY

416 West 13th Street, New York City

## LESLIE'S EXPORT PROMOTION BUREAU

EDITED BY W. E. AUGHINBAUGH



INDIAN WOMEN OF PERU

Even the lower classes use imported goods and the markets are now bare of supplies of every kind

GERMANY, France, England, Austria, Belgium and Italy, as is well known, supplied the great majority of manufactured articles used throughout the world. When the European war started but few thought it possible that it would continue so long and fewer still felt that ships would become so scarce. Merchants in Africa, Asia and Latin-America took advantage of the situation only to the extent of raising the prices on their stocks of goods of European manufacture. None thought of hoarding their supplies. As a consequence unheard-of prices are now being offered for all classes of necessities and luxuries.

### BUYERS FROM EVERYWHERE

Within the past week I have had call upon me business men from Argentina, Brazil, Spain, Nicaragua, South Africa, China and India. They have money and are here to buy goods on the most advantageous terms. All of them speak of the great prosperity which their countries are experiencing. One of these gentlemen deposited with a New York bank \$400,000 and expects to spend this, and more too if advisable, for goods suitable for his market. Two of the largest department stores in Buenos Aires and Santiago have opened regular offices here for the purchasing of goods. This demonstrates conclusively that the United States is to get a good share of their patronage in the future. One of these firms is financed by English capital and the other by French.

The buyers who are coming here now are anxious to purchase every line of goods. Drugs, household goods, clothes, woodenware, cottons, woolens, shoes, underwear, socks, farming machinery, tools, instruments, rubber tires, wagons and automobiles are in demand. To give some idea how completely the markets abroad are stripped of wares I mention a few specific items:

The supplies of cotton and other spool threads are practically exhausted. One buyer from Buenos Aires said that he doubted if there was enough thread in the stores to last the town two weeks.

Perfumes, tooth powders, cosmetics and soaps were supplied largely from France. The Latin-American is a heavy user and prefers them of the best quality, and strongly scented. A large trade can be developed in this line alone and it is worthy of serious consideration. These articles are carried by druggists, millinery stores, bazaars, outfitters and department stores. They should be put up in attractive and profusely decorated packages. One American firm making

this line of goods has done an immense business for years with the Orient and Latin-America by enclosing premium coupons in each package of goods shipped abroad.

### COTTON GOODS WANTED

Cotton goods are in demand everywhere. Despite the fact that Japan has practically captured the cotton goods trade of China and some other near-by portions of Asia, the markets of Africa and Latin-America are still open to our manufacturers.

Merchants of Africa and Latin-America are experiencing great difficulty in obtaining new supplies of glassware and crockery. Tumblers, wine glasses, and lamp shades are at a premium. A merchant from Boma, Africa, told me that he sells in ordinary times 150 dozen of drinking glasses per month. Glassware of this kind is so scarce that families of the better class are now using gourds and home-made earthenware pots and cups. The cause of the scarcity of such articles is the carelessness of the native servant. Lamp chimneys are at a decided premium, and it is only possible to secure one by purchasing a lamp. Single-burner acetylene lamps, which were formerly a drug on the market, are now being sold.

Buttons, as we all know, were exported by Germany. Supplies everywhere are now exhausted. All kinds from the highest grade to the cheapest are in demand. Inasmuch as in most countries of Latin-America duties are charged on the gross weight, the cardboard to which buttons are attached should be as light as possible.

Toys are as scarce as the proverbial hen's teeth, and the few made by Switzerland cannot get to market. The mechanical toys manufactured in the United States would meet with universal approval.

### STEEL FURNITURE IN DEMAND

Now is the time for the American manufacturer of steel office furniture and fixtures to get control of this trade. In Asia, Africa and Latin-America, wood eating insects are common and metal desks, files and furniture are preferred. One English railway in South Africa has just ordered from an American firm 800 drawers, 600 pigeonholes, and 66,000 pounds of tables, counters and screens of mild steel fixtures.

Palestine depended on Rumania, Bulgaria and Russia for its flour. This source of supply is cut off. One of the leading merchants of Jerusalem has written me to put him in touch with some American flour mill.



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# WHEN ZEPPELINS BOMBARD PARIS

BY JAMES H. HARE

Paris, January 31st.

**WHAT** a relief it was to reach Paris after the strenuous time at Saloniki, and how good the food in the clean and dainty restaurants tasted! What a delight it was to see clean people and clean homes again! And the calm and confidence of Paris was certainly a relief after eight days of zig-zagging at sea to dodge the submarines. I felt so at peace with all the world on my first night in Paris that I reconsidered my resolve to go to a cinema show, when I found that Charlie Chaplin was the bill, and went to my room to write letters.

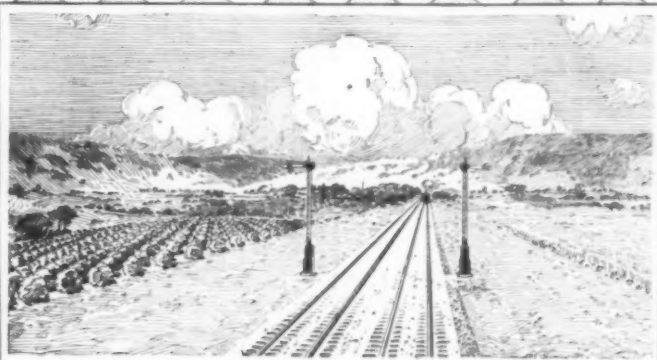
But what noise is that? "Joy riders" in a motor car shouting as they rush along the street? I had not heard such a thing in all of my many visits to Paris since the war began and my surprise at such bad taste in a city where every heart is saddened by the losses of the war, was great. And then came the housekeeper to tell me to turn out the electric light. "Oh, monsieur, didn't you hear the pompiers (firemen) shout 'garden vous?' It is a warning that the zeppelins are coming."

In a few minutes the report came that the zeppelins were overhead and then came the crash of the bombs—some large if one may judge from the reports, and others much smaller. The people were urged to go to their homes for safety, but in common with everybody else I took to the street to see what I might. It is a question whether the danger is greater inside a building or out—with the fragments of shrapnel always to be reckoned with in the street. Many people were hurt by pieces of French shells.

I suspected that the attack might be aimed at the Eiffel tower, and hurried to the Place de la Concorde to get a view of it. As the trees obstructed my view I continued to the bridge over the Seine, making my way by the grace of providence through the splendid plaza though it was in total darkness and thronged with automobiles and taxis, all, it seemed to me, driving with reckless speed.

From the bridge the scene was wonderful. Many searchlights were sweeping the sky for the enemy and the most powerful of all came from the Eiffel tower. Once in awhile it would pick up one of the French planes, but so far as I could see not once did the lights reveal a glimpse of the zeppelin. We were told afterward that it was over the city only about three minutes, and that the light mist in the air made it impossible to see it. About a dozen bombs were dropped, mostly on the poorer residential sections of the city, and while 36 persons were killed and about as many injured, there was no military advantage achieved by the raid. One bomb fell on a main avenue—I may not give its name—and crashed through the pavement into the subway below. I gained entrance to the subway the next day, and learned that when the debris was removed the tracks were found intact. The police would not, however, allow me to make photographs in the subway. It was difficult to get pictures of the damage on the top of the earth, as the police were erratic in their treatment of camera artists. Sometimes they let one work, but more often stopped him with demands for permits and threats of arrest.

I saw enough of the damage, however, to make sure that the raid was fruitless so far as injuring any of the military works of the city was concerned. Many of the victims were women and children, as usual, and only a few soldiers, home on leave, were killed or wounded. We have had two further attempts by the zeppelins, but both have been frustrated by the defending aviators. My admiration for these splendid, red-blooded, young flying men has no bounds. Every man who takes the chances involved in going up in the darkness after a zeppelin is, in my estimation, a hero whether he is successful or not.



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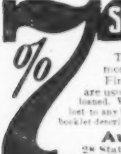
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Of New York, President of the National Jewelers' Board of Trade. Mr. Nissen is a director of the Equitable Life Assurance Society, and is a well-known after-dinner orator and a man of business affairs.

NOTICE—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be enclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

IT is hard to make some people think, while others are thinking all the time. For years I have tried to impress upon my readers the fact that the prosperity of the railroads meant the prosperity of the whole country. I was struck by the extraordinary statement made, some time ago, by a leading railroad official to the effect that if the railroads were prosperous they would spend a billion dollars a year for five continuous years because of the need of replacements, repairs and extensions.

See how correct this statement really is. The railroads suddenly have found themselves crowded with business. The sharp cut in expenses they were compelled to make while earnings were declining has placed them where every penny counts and, as a result, their increased business is reflected in increased profits. Now what are they doing with the first money they earn? They are putting it into equipment.

Since the first of the New Year, the railroads have ordered 12,300 freight cars, against only 2600 during January of 1915, and they are now negotiating for 16,000 more cars. The Pullman Company has just taken back 1,000 of its former employees, laid off because of the lack of orders. This brings the Pullman employees up again to more than 9,000.

All over this country, the railroads that are making money are spending it among their million employees, and these employees are spending their wages in the stores and the stores are ordering goods from the factories and the factories are buying supplies of raw products from the wool growers and cotton raisers, so that everybody is benefited when the railroads are prosperous.

I am an advocate of prosperity. I always have been. It delights my heart to know that the workmen of the United States live better, stand higher, read more and think more than the workmen in any other country in the world. Their children are better educated and have higher opportunities. Their family life is happier. They enjoy more luxuries and far more comforts than the bread-winner's family of any other nation.

It was a delight to read that 250,000 workers employed by the United States Steel Corporation were to receive an ad-

vance of 10 per cent. in their wages, including even the common laborers. This means an addition of from \$12,000,000 to \$15,000,000 to the payroll of this great corporation which the Government is now trying to break asunder.

Every one of these 250,000 workmen, with a grateful heart, should sit down and write to the Department of Justice at Washington and demand that the Steel Corporation be let alone and that the railroads (which are among the best customers of the iron and steel manufacturers) should be given a fair chance and a square deal.

The day of the buster and smasher has gone by. The railways and the corporations have been taught their lesson. They made mistakes and they did wrong. So does everybody. So do you, my Reader, but let us forgive and forget and start anew in this year of God's grace, mercy and bounty.

I wish that we all could appreciate the blessings we have—our exemption from war with its horrors and hardships, our land of plenty as well as of peace, our opportunities for education and advancement, our full dinner pails and full pay envelopes, our splendid public school system, our public libraries, and the bountiful philanthropies so generously provided by men of wealth.

Let us not be envious of others. Let us be content with what we have. Let us never forget that nothing is gained by strife and discontent. Extend the helping hand, speak a word of encouragement, stand for the common prosperity of all the people and thank a beneficent Providence for the rich heritage it has given us all.

With such an atmosphere pervading the United States, nothing could prevent the progress of prosperity and a revival of business such as we have never had in this country before.

Fundamental conditions are good. The railroads are buying freely. Merchants are stocking up, prices are rising, wages are being maintained and with such an outlook, Wall Street should reflect sunshine and not shadows.

Investment securities bought on reactions should be a purchase and speculative stocks are still attractive.

L. Laurium, Mich.: The bonds of the Swift Co. and of the American Tel. & Tel. Co. are well regarded.

H. C. G., New York: 1. Steel pfd. looks like a good sound investment, subject of course to the vicissitudes of trade. 2. The partial-payment plan is an excellent one for the investor of limited means.

G., Cleveland, Ohio: As you may have observed in the papers of Feb. 11, John H. Putnam & Co. of New York were raided by postoffice inspectors and their business was closed.

H., Williamsport, Pa.: The film companies have become very numerous and there is intense competition. Big profits and dividends foretold have not materialized. Many holders took advantage of high prices to sell out at a good profit.

(Continued on page 273)

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bicycles taken in trade \$5 to \$8 to clear.

**Do not buy a bicycle, tires or sundries until you**  
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**and liberal terms. A postal brings everything. Write now.**

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Illustration of a garden scene with a chicken.

**Free for Testing**

A pair of named EVERBEARING  
STRAWBERRY PLANTS FREE if  
you will report us by postal success with  
them. Will bear loads of big, red,  
berries from June to November. We  
have counted 400 berries. Blossoms  
and buds on a single plant. A postal  
will place the plants. Two more of the  
new CEREAL FERTILIZER to plant a  
plot of perennial ORIENTAL POPPY  
seed. Send 10 cts for mailing expense  
or post, or 25c please. Write today  
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**THE GARDEN NURSERY COMPANY**  
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and beautiful color plates. Tells how to succeed with  
poultry, describes busy Poultry Farm with 33 pure-  
bred varieties. Lowest prices on fowls, eggs, in-  
cubators, sprouters, etc. This great book only 5 cents.  
Berry's Poultry Farm, Box 54, Clarinda, Iowa

## JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 272)

F., Rochester: Tennessee Copper is said to have  
earned 25 per cent. in 1915, with larger earnings  
expected this year, both on copper and sulphuric  
acid. The latter is one of the company's important  
products. I would not sacrifice the stock.

K., Washington, Ind.: Diamond Match in the  
last few years has lost its strong position as an  
industrial issue. Dividends and earnings have  
shrunk. It has to meet foreign competition and  
will meet more unless the policy of protection is  
maintained.

W. E., Macon: What you have heard about the  
orthwestern Mutual having approximately \$100-  
000,000 invested in farm mortgages is correct.  
Other companies have for years had very large  
amounts invested in this class securities. They  
give safety, steady yield, and high yield.

M., Mt. Holly, N. J.: Chicago & Great Western  
declared a dividend of 1 per cent., but it is not cer-  
tain that this will be done every quarter. Earnings  
are hardly equal to a 4 per cent. yearly disburse-  
ment. The stock would not sell at present price  
were it on a safe 4 per cent. basis.

L. I., Minneapolis: It is a very good plan for an  
investor not to "put all his eggs into one basket."  
Diversify your investments by putting part of your  
funds into industrial or railroad bonds, city real  
estate bonds, and farm mortgages not directly re-  
lated to the community in which you already have  
so much invested.

W., Cheyney, Pa.: Southern Railroad 4's are  
good but semi-speculative. Western Md. R. R.  
4's are well regarded as a business man's investment.  
Iowa Central R. R. is owned by the Minneapolis &  
St. Louis R. R. Co., which has paid no dividends  
for years. If the Iowa Central 4's were considered  
safe they would sell higher.

D., Indiana, Pa.: Crucible Steel's earnings in  
1915 were not extraordinary, though they were an  
improvement on the previous year. Only the  
directors can tell when back dividends will be paid.  
Virginia Chemical common is a fair speculation  
around \$50, as the company's business is good.  
American Car & Foundry common is decidedly  
speculative at its present price.

P. B., Los Angeles: If you do not have most of  
your investments locally, you can hardly do better  
than to invest in your own local California street  
improvement bonds, on which you can net 7 per  
cent. If you desire diversification, you can get  
a high yield, with safety, in Middle Western farm  
mortgages or city real estate bonds. They yield  
5 per cent. to 6 per cent.

M., Pocatontos, Va.: American Railway Co.  
Preferred pays 7 per cent. and the common also  
pays a dividend. The pfd. is a fair investment for  
a business man. Wilmington & Philadelphia  
Traction Co. 5 per cent. first mtge. bonds are a fairly  
safe investment, as only a small amount has so far  
been issued and the company pays 6 per cent. on its  
pfd.

M., Mechanicstown, Ohio: It is unfortunate that  
Ohio Oil has lately been boomed by unreliable  
parties, and its price advanced to high figures. It  
is a prosperous company of the Standard Oil  
Group and is paying good dividends, but unless  
it increases its dividends the price is high enough.  
It is an extravagant statement that it will advance  
to \$1,000 this year.

P., Albany, N. Y.: 1. The outlook for People's  
Gas indicates a reduction of the dividend of 6 per  
cent. Some of the heavy holders sold out a year  
ago. This carries its own suggestion. 2. United  
Cigar Stores has never been regarded as an invest-  
ment. It is in a highly competitive field. The  
pfd. has a good margin of safety. The company is  
well managed and the common is a fair speculation.

G., Hudson, N. Y.: DeSoto Oil & Develop-  
ment Co. has not reached such standing as to be  
mentioned in the statistical books or to have its  
stock listed on the exchanges. Nothing is known  
of it on Wall Street. There is a general tendency  
to organize combinations in any line of business  
that is particularly prosperous, as the oil business  
is at present, and their merits should always be  
carefully inquired into.

B., Glen Campbell, Pa.: Coal Land Securities  
Co. and Lackawanna Coal & Lumber Co. belong  
to the group in the organization of which T. J.  
Foster was the moving spirit. With the other  
companies these two were involved in his financial  
difficulties. They are so insecure that I cannot  
advise you to put any more money in them. The  
securities of the two companies are extremely low—  
Coal Lands at 25c and Lackawanna Coal & Lumber  
6's at only 5 per cent. of their face value.

A. B. C., West Hoboken, N. J.: American Beet  
Sugar pfd. is a good business man's investment.  
Brooklyn Rapid Transit reports dividends more  
than earned. American Tel. & Tel. is one of the  
best public utility propositions. Calif. Pet. pfd.  
is a non-dividend speculation. Lee Tire & Rubber  
has paid 7 per cent. on pfd. regularly, but nothing  
on common. The company has made rapid strides,  
but the common is still a speculation. Maxwell  
Motors first pfd. is attractive by reason of its  
dividends. All the leading motor shares have had  
generous advances and their speculative quality  
has therefore been lessened.

S., Washington, D. C.: Savings banks use their  
depositors' money to buy securities paying higher  
interest rates than the banks pay on deposits.  
You can buy these same securities. Any broker  
can give you a list of bonds and stocks which savings  
banks invest in and from these you can make a  
choice and be as safe as the savings banks. Among  
these bonds are B. & O. R. R. ref. and gen. mtge.

(Continued on page 274)

## WIND Affects Your Throat

You'll find that the pure medicinal oils  
from S. B. Cough Drops will have a heal-  
ing, soothing effect on the throat. Carry  
a box of these drops at this season—  
they're beneficial in windy, damp, cold  
weather.

S. B. Cough Drops are far better than  
medicine—take one o' bedtime to loosen  
the phlegm.

### SMITH BROTHERS'

#### S.B. COUGH DROPS

Containing Only Pure Cane Sugar and  
Pure Medicinal Oils



SMITH BROTHERS  
of Poughkeepsie  
Your Grandpa Knows Us  
Makers of S. B. Chewing  
Gum and Lasses Kisses

ONE  
NICKEL

### "Standard"

(Plumbing Fixtures)

## Hamilton Watch Kayser Silk Gloves

You know these trade-marks through National Periodical Advertising

If you get a good meal in a restau-  
rant that place is pretty likely  
to have a continuance of your  
patronage. You know the place—  
there's a name over the door.

The only way the restaurateur  
can get you to come back is to serve  
you a good meal the first time. As  
he never knows when you are com-  
ing, he must always serve good  
meals—if he wants your trade.

It is the same way with manufac-  
tured goods. The maker who puts  
his trade-mark on his goods is iden-  
tified as effectively as the restaurateur is  
identified. There's a name over his  
door. He never knows when you are

going to buy his article the first time  
so he must see that his product is  
always good for he wants your trade  
—must have your trade to increase  
his business.

When he adds the publicity of  
national advertising to the identifi-  
cation of his trade-mark he shows  
that he is ready for your test and is  
doubly certain of pleasing you.

Trade-marks and national adver-  
tising are the two most valuable  
public servants in business today.  
Their whole tendency is to raise  
qualities and standardize them,  
while lowering prices and stabilizing  
them.

### Leslie's

Illustrated Weekly  
Newspaper

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THE NATIONAL PERIODICAL ASSOCIATION

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Name

Address

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Shows the different gems, styles of mountings and gives our importer's net prices with terms of payment. Do it now.

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Chicago, Ill.

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We'll send you a genuine Lachnit for you to wear for 10 full days. If you can sell it from a real diamond and it back at our expense. Costs but 1-20th as much. If you decide to keep it pay only a few cents a month. Write for catalog. **Set in Solid Gold** Genuine Lachnits Gems keep their dazzling fire forever. Cut by world renowned diamond cutters. Stand fire and acid tests. Easy payments. Write today for big new jewelry book—it's free. **HAROLD LACHNIT CO.** Dept. 2413 212 N. Michigan Ave., Chicago, Ill.



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ADDRESS \_\_\_\_\_  
Use this before you lose it. Write plainly. H-123

## JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 273)

5's; N. Y. C. & H. R. R. Co. 4 1/2's; Series A ref. and imp.; Maine Central R. R. first and ref. mtge. 4 1/2's; Penn. R. R. cons. mtge. 4 1/2's; Ill. Central R. R. purchase lines first mtge. 3 1/2's; Northern Pacific Railway ref. and imp. mtge. 4 1/2's; Chicago, Burlington & Quincy R. R. gen. mtge. 4's.

G., Galveston, Texas: American Sugar has profited from the great demand for its products due to the war. The company has been a good dividend payer and is prospering under its able new management. The common is not high if its dividend of 7 per cent were assured. U. S. Steel pfd. is a seasoned dividend payer and a good purchase on reactions. The common has resumed dividends of 5 per cent., which makes it at \$83 or less an attractive industrial.

W., New Berlin, N. Y.: Atlantic, Gulf & West Indies and International Mercantile Marine advanced to high figures on enormous profits made by shipping lines since the war began, but which will end when the war closes. International Petroleum and Pierce Oil are simply promising speculations. Texas Company's stock has advanced because of the pressing demand at high prices for the company's products. When I first recommended it, it sold at less than half its present price. Butte & Superior, one of the better class mining propositions, has risen on hopes of larger dividends. Shrewd holders of copper stocks appear to be taking their profits, though this does not signify that if the high price of copper continues the copper shares may not advance still farther. American Can pfd. is a fair business man's investment, and there are arrears of dividends to be paid up. The common is only a speculation.

New York, February 24, 1916.

JASPER.

### FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows.

Curb securities, oil stocks and securities listed on the exchanges with quotations, earnings and dividends are all reported in the "Investors Guide" of 270 pages. Write for a free copy to L. R. Latrobe & Co., 111 Broadway, New York.

A list of bonds, paying from 4 to 6 per cent., such as the Government accepts as security for Postal Savings Bank deposits, can be had by writing for free "Booklet E," to the New First National Bank, Dept. 5, Columbus, Ohio.

An accumulative investment plan which will enable persons with savings, large or small, to provide for their future is fully set forth in free "Booklet 4 B." It can be had on application to John Muir & Co., specialists in odd lots, and members New York Stock Exchange, 61 Broadway, New York.

An interesting illustrated booklet describing the 6 per cent. secured real estate certificates in denominations of \$100 and upward recommended to investors and savers by the Salt Lake Security & Trust Co. can be had by writing to this company at Salt Lake City, Utah. These certificates can be had in large or small amounts.

A plan by which small investors can buy ten single shares of different stocks and thus have a wider range of operation at small expense and the advantage of any rise in the market is described in free "Booklet No. 2," entitled "Installment Investment." Write for a copy to Tefft & Co., members New York Stock Exchange, 5 Nassau Street, New York.

Utility bonds representing public utilities of the highest grade are in increasing demand because of their high rate of interest. Persons who seek to diversify their investments are large purchasers of such securities. Write to P. W. Brooks & Co., 115 Broadway, New York, for their "Utility Review X" describing fourteen bonds which they highly recommend to careful investors.

Those who seek safety first and who desire to secure from 5 1/2 to 6 per cent. on their investments will be interested in free "Circular C. No. 602" compiled by S. W. Straus & Co., mortgage and bond bankers, Straus Building, Chicago, and 1 Wall Street, New York. This firm has been established thirty-four years and has a record of success in dealing with investors with large or small amounts who regard safety as the first requirement. It solicits correspondence from these.

The high favor of the Standard Oil stocks is due to the fact that they are not loaded up with bonds. The shareholders get the bulk of the net earnings while these stocks sell at a high figure, they can be bought on the easy twenty-payment plan arranged by Slatery & Co. for the convenience of their customers. Write to Slatery & Co., investment securities, 40 Exchange Pl., New York, for their free Blue Book, No. 11 D, giving particulars about prices, dividends and earnings of Standard Oil securities.

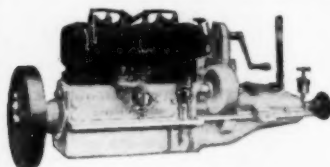
The high favor in which carefully selected 6 per cent. farm mortgages are regarded by those who seek a good income and a conservative investment is shown by the widespread demand for securities of this class, a demand that in some sections exceeds the supply. An instructive booklet entitled "Farm Mortgages No. 106" has been compiled by the Investment Department of the American Trust Co., St. Louis, Mo. This company has among its directors some of the wealthiest and most conspicuous business men of the West, and its clients include large insurance companies and trustees of estates. It boasts that it has invested \$29,000,000 without loss of a single dollar in principal or interest. It makes investments of from \$100 to \$100,000 with the same care for all.

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as the old adage does not say.

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New York City





The stamp placed over end seals the package, which keeps out air, thereby preserving the quality of the blended tobaccos. By inserting the fingers as illustrated, the stamp easily breaks without tearing the tin foil, which folds back into its place.

# Camel

## CIGARETTES

open up a new line of thought on the smoke bill-of-fare—a *new tobacco delight!* First thing you do, compare them with *any* cigarette in the world at *any* price! You'll realize Camel superiority!

The *expert blending* of choice Turkish and choice Domestic tobaccos in Camel Cigarettes is *absolutely new and refreshing!* And you will like them a little more each package you smoke!

So agreeable is the Camel flavor; so enticing the mellow mild-body; so satisfying every puff with its taste of quality, that smokers neither look for nor expect coupons or premiums.

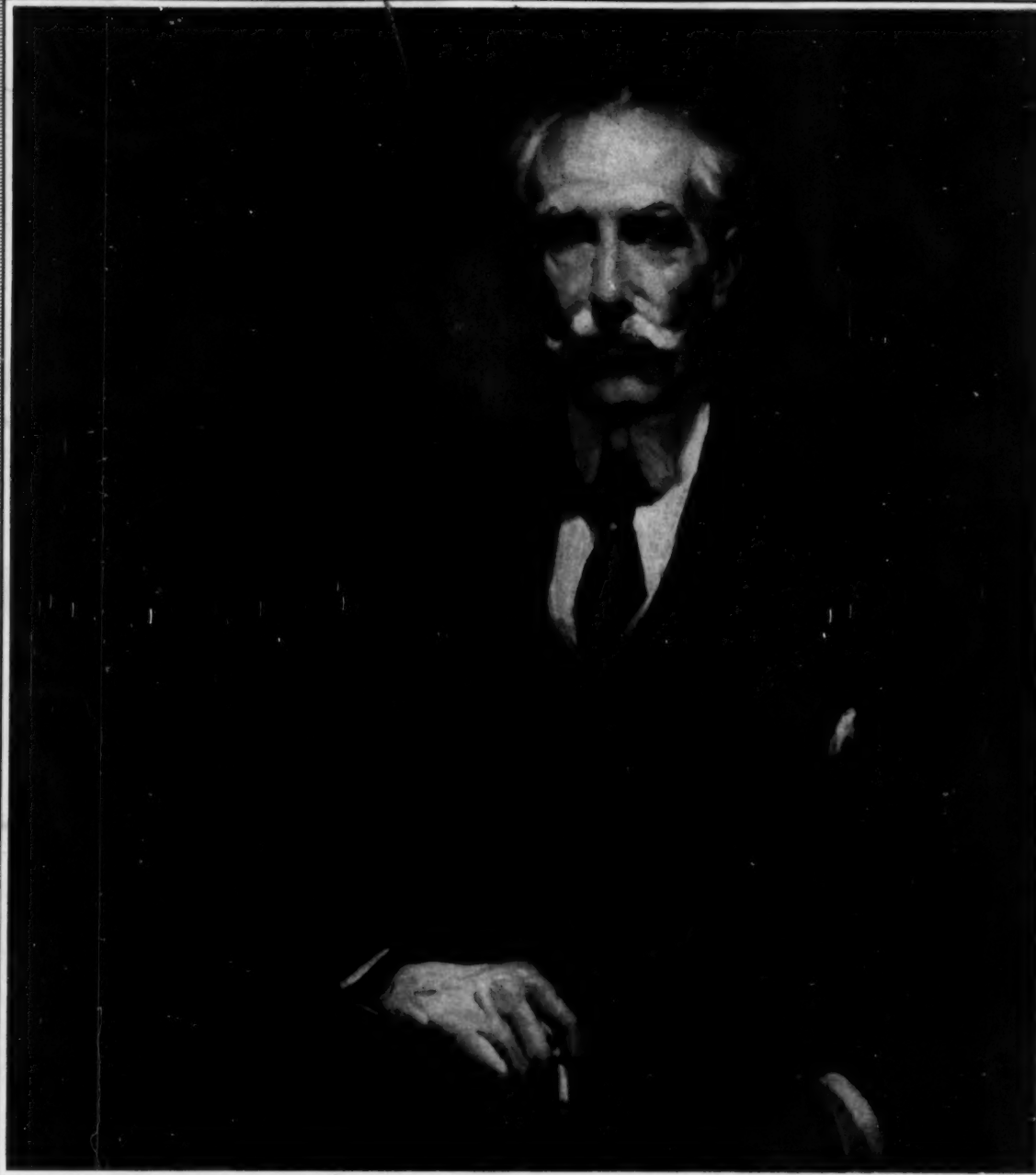
And there is nothing about Camels more interesting for smokers to know than that they *will not* bite the tongue, *will not* parch the throat, *leave no unpleasant cigaretty after-taste* and may be smoked liberally without a come-back!

Those four features alone would win for Camels, *but get that blended flavor*, in addition! Get that smoothness and enjoyment that comes when a cigarette is *really and truly delightful!*



Camels are sold everywhere in scientifically sealed packages, 20 for 10c; or ten packages (200 cigarettes) in a glassine-paper-covered carton for \$1.00. We strongly recommend this carton for the home or office supply or when you travel.

R. J. REYNOLDS TOBACCO COMPANY, Winston-Salem, N. C.



HIS CIGARETTE may or may not be a Fatima. But only a few years ago, if you recall, it would have seemed strange to see a man of affairs smoke a cigarette of any kind. Cigarettes are the mildest form of smoking. That is why they appeal

today to so many men of this type —men who force success by *clear thinking*. And, because Fatimas are so truly a SENSIBLE cigarette, they are day by day becoming the chosen smoke of more and more men of this calibre.

*Leggett & Myers Tobacco Co.*

# FATIMA

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